October 30, 1928

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The Garage & Motor Agent

Vol. 74 (4)—No. 1928
REGISTERED AS A NEWSPAPER

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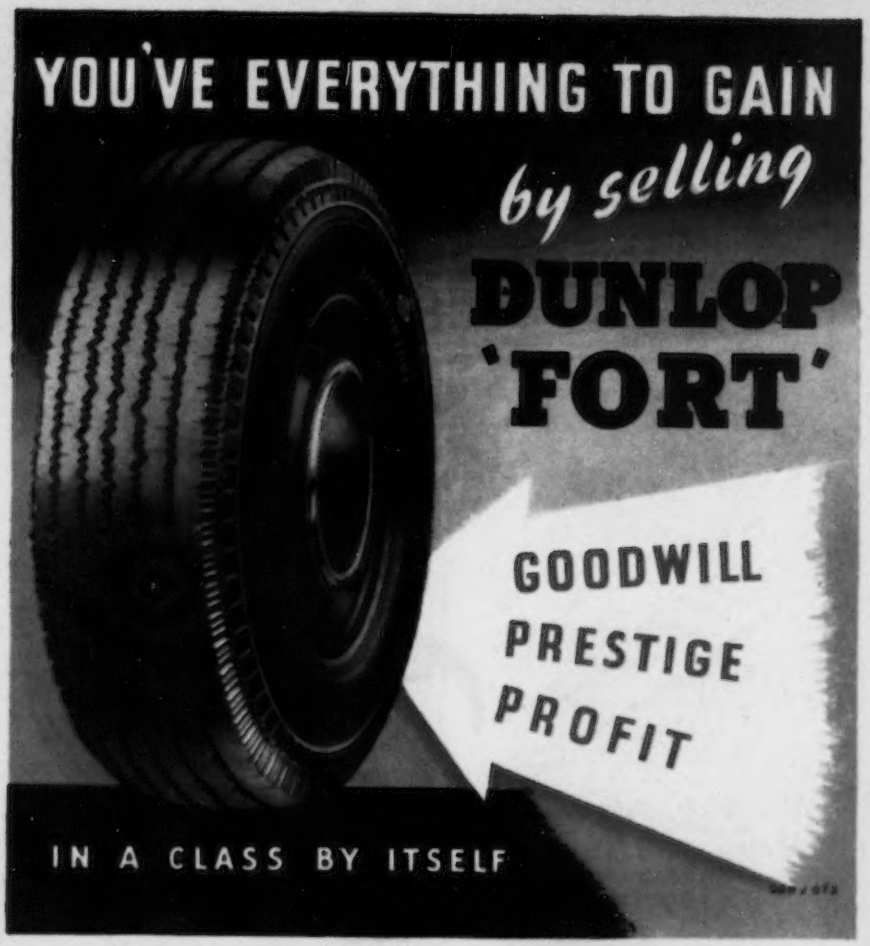

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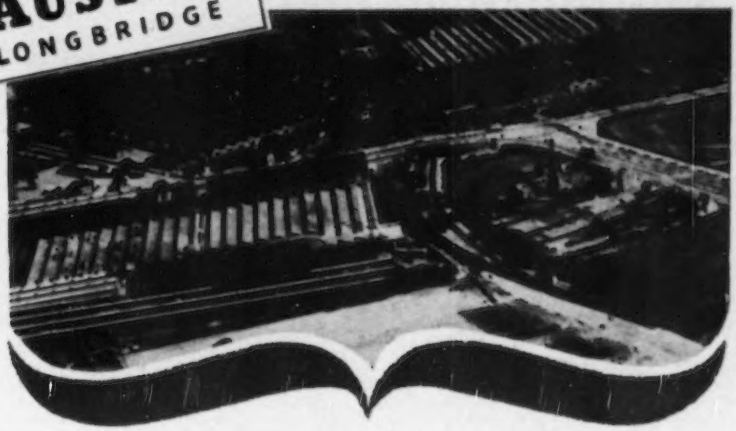

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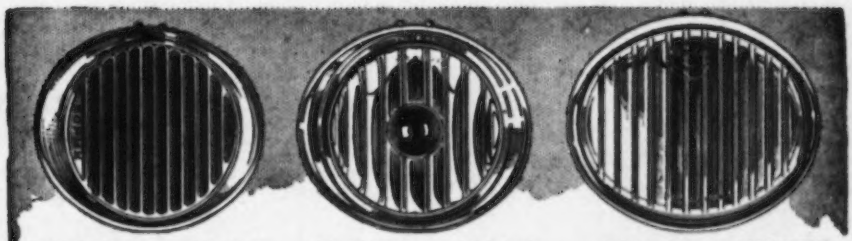

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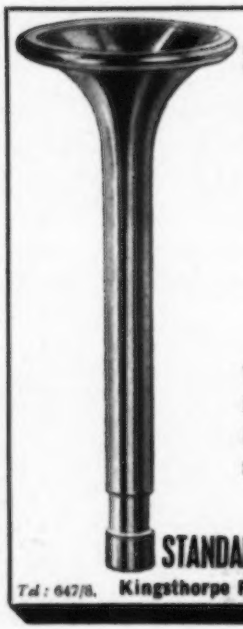

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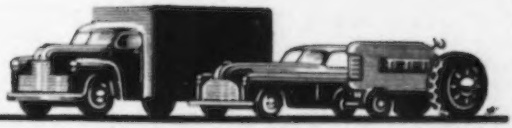

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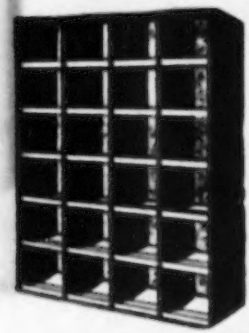

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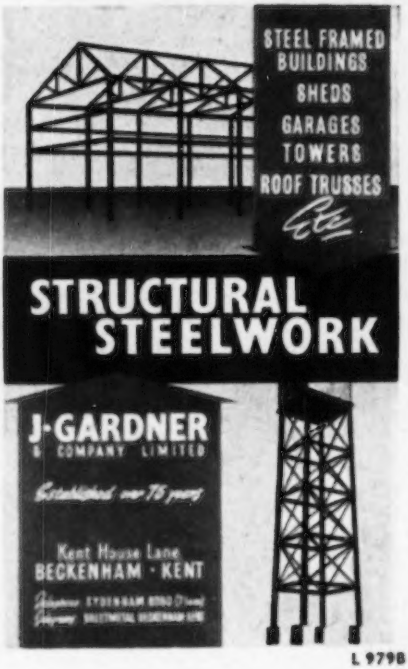

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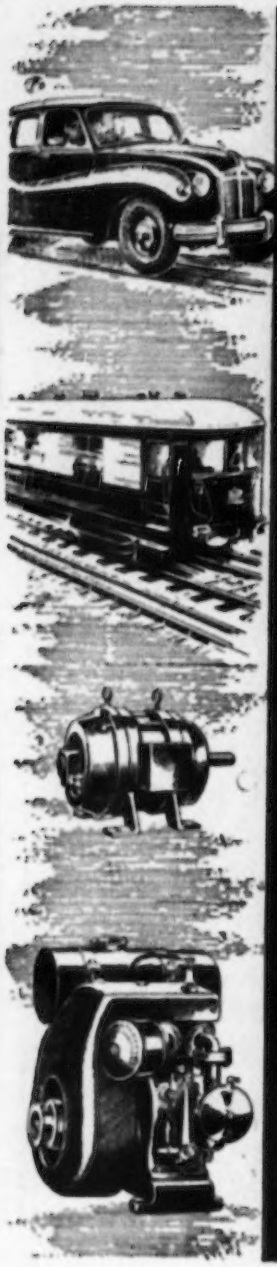

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The Garage & Motor Agent

Vol. 74 (4)—No. 1928

October 28th, 1950

THE INDEPENDENT AND PRACTICAL TRADE PAPER

PUBLISHED SATURDAYS by post to Subscribers. *Established* 1913.

Proprietors: THE CABLE PRINTING AND PUBLISHING COMPANY, LTD.

Managing Director: Walter Boyle

Editor: John Queenborough

Advertisement Manager: Anthony Salmon

Editorial, Advertisement and Publishing Offices: 62, DOUGHTY ST., LONDON - W.C.1 Holborn 7771 (*Priv. Exch.*)

Telegrams: Arator, Holb., London.

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TERSE TALKS ON TRADE TOPICS: 1639th

Deceptive Praise?

AT last week's Motor Show dinner of the Society of Motor Manufacturers and Traders, the motor industry basked in the sun of Governmental praise. Much appreciated though the praise was, we hope that the industry remembered to slip on its sun glasses during Mr. J. Harold Wilson's speech.

If it did not, there is the danger that the warming rays may promote blindness to the precise nature of the President of the Board of Trade's congratulations.

"A miracle of achievement" was one among many laudatory terms used by him in describing the motor industry's efforts. An apt term, if it had been applied to the *whole* of the industry's exertions. But it was not. The miracle referred to vehicle exports only. The other part of the miracle—the way in which the Home wheels have been kept turning—was ignored.

Apart from noting one fleeting reference to Home market supplies, we listened in vain for any acknowledgment that Great Britain has an incalculable asset in its own vehicles, and in the service and repair trade which has kept them running against pretty hefty odds.

We gathered, not for the first time, that our motor manufacturers will be officially regarded as good boys while they earn dollars, and that they must go on earning dollars—defence programme, Commonwealth plans and hardening export markets notwithstanding. Mr. Wilson did not actually say ". . . or *else*." He had no need to. At least, into "The G. and M.A.'s" ears.

Of course, Mr. Wilson may have travelled to the dinner by steam train, or bicycle. Only that, we feel, could excuse his forgetting to say more about the Home market and to reply to S.M.M.T. President W. Lyons' common-sense appeal for "more freedom in determining the ratio of Home and export sales."

If the lavishness of the praise tended to make these omissions less obvious, we have not wasted space by drawing attention to them here.

Editor

WHAT DO *YOU* THINK ABOUT IT?

WHAT THE 1950

Consolidation appears to be the tempered by proved

Few mechanical innovations

ALTHOUGH the exhibition indicates a slight degree of contraction in the total number of stands, compared to that of last year, the volume of interest and value is nevertheless maintained and even augmented.

On the present occasion the position is that some 32 British, 18 American and Canadian, 9 French and 3 Italian car exhibitors occupy stands at Earls Court.

In the main, consolidation appears to be the order of the day, accompanied by an almost indiscernible state of flux. Mechanical innovations are relatively few and far between. The industry as a whole, and particularly our own, is full of a quality which may be described as progressiveness tempered by proved and standardised practice.

For example, in the matter of suspension, although the independent front spring system has carried all before it, there is no striving for effect by the introduction of *outré* methods. There are cars with independent and similar suspension of both axles, but among British makers few "go the

AXLE TYPES

DE DION LIVE	WORM-GEARED	FRONT-WHEEL DRIVE
Allard	Daimler	Citroen
Lagonda	Peugeot	Panhard-L.
Lancia		

whole hog" in this way; the majority still prefer to rely upon leaf springs at the back axle, whatever the mode they adopt at the front.

On the other hand, we are by no means devoid of initiative in this matter, having regard to the fact that nearly a dozen models produced in Britain are provided with coil and kindred suspension for back, as well as front, axles. This suggests the conclusion that here is another "new fashion," which has come forward as a permanent institution.

The method seems almost bound to be accepted as a regular feature, not merely in special models, but for standard production chassis.

Adoption of this principle has naturally involved rearrangement of the steering linkage, the geometry of which is carried out in different ways by different constructors. Those in use are of much interest, and so are the types of steering gear; some prefer rack-and-pinion, while others fit the normal pattern, as used with semi-elliptic springs.

Brakes and their hydraulic application are wellnigh perfect so far as design is concerned, and, considering the vast hordes of indifferent drivers, there is no doubt as to their efficiency in withstanding abuse so sturdily. That also goes for the modern clutch.

Yet there is room for the further development of ventilating road wheels, a system sponsored by certain continental high-speed car makers. The disc wheel tends to hold the heat generated between drum and shoes, but, such a wheel, if pierced with louvres or vents can act as a fan to direct a draught where it is wanted, namely, on the brake. Of course, if it comes, as it may, to brakes mounted beside the balance gearbox, then the need for ventilation might indeed be accentuated.

Among clearly-defined and debatable characteristics, we find some that are readily perceptible. Thus, in connection with front-wheel drive, Panhard and Citroen continue their role as exponents of that plan, Renault constituting runner-up with the motor mounted at the back.

Which of these unconventional ideas will prove acceptable, or if both are favoured equally, it is not easy to estimate from the sellers' and users' points of view; only time can tell us the answer.

A similar condition prevails as to the number of cars with 2-cylinder engines, for Panhard-Dyna is the sole specimen on view.

The ultra-small "baby" vehicle, such as certain French and Italian con-

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Ford 6 cyl.	(79.37 × 76.20)
Lancia 4 cyl.	(65 × 68)
Lancia 6 cyl.	(70 × 76)
Nash 6 cyl.	(3 1/8 × 3½)
Oldsmobile 8 cyl.	(3½ × 3 7/16)
Packard 8 cyl.	(3½ × 3½)
Panhard 2 cyl.	(72 × 75)
Panhard 2 cyl.	(79.5 × 75)
Peugeot 4 cyl.	(75 × 73)
Simca 4 cyl.	(72 × 75)
Simca 4 cyl.	(78 × 78)

structors have produced, is not in evidence in our own country, at least for the time being. Our smaller cars are of sensible proportions, pleasing in appearance, and very good in performance.

So far no sign of the horizontal engine, such as was seen at the recent transport vehicle Show, is to be found, except for the Panhard-Dyna and the Jowett.

4-cylinder engines

In the aggregate, the number of machines driven by 4-cylinder engines holds firm, and to us it appears nearly inconceivable that its popularity might diminish, for it may be said with truth that the very foundations of motor manufacturing have depended for long upon its excellent qualities.

At the other end of the scale, the larger 8-cylinder car remains numerically as it was a year ago, with only two British makes on show, the remainder being of American and Canadian types.

The 6-cylinder chassis is now predominant in practically every producing country, and at the Show some 36 or more exhibitors display the type. In other words, considerably more than half of the car-stands contain 6-cylinder machines, while approximately 24 makers stage 4-cylinder models. About 14 manufacturers confine their activities to 4-cylinder cars exclusively.

O.h.v. ascendancy

Of main constructional engine changes, there is little of exceptional interest to record. Overhead push-rod valves continue in the ascendant in British and European models, in spite of the yeoman service given by engines of the twin side-valve type. Exceptions to this rule are Rolls and Rover, with their o.h. admission and side exhaust systems.

Signs are not wanting that the American industry, long the home of the L-head engine, is preparing to turn its attention to overhead valving.

A return to the so-called "square"

20 YEARS AGO—CARS AT OLYMPIA IN 1930

(Figures shown are the number of cylinders.)

*** Exhibited at this year's Show.**

A.J.S. 4
*Alfa Romeo 6
*Alvis 4, 6
*Armstrong Siddeley 6
*Aston M. 4
Auburn 6, 8
*Austin 4, 6
Austro-D.6, 8
*Bentley 4, 6
Beverley-B. 8
Bianchi 4, 8
Bugatti 8
*Buick 8
*Cadillac 8, 16
Chenard-W. 4, 6
*Chevrolet 6
*Chrysler 6, 8
*Citroen 4, 6
Cord 8
Crossley 6
*Daimler 6, 12
Darracq 6, 8
*Delage 6, 8
*Delahaye 6
Delaunay-B. 6
Derby 4, 6
De Soto 6, 8
*Dodge 6
Donnet 4, 6
Essex 6
*Fiat 4, 6
Franklin 6
*Hillman 4, 8
Hispano-S. 6
Hispano-S. (French) 6
*Hotchkiss 6
*Hudson 6, 8
*Humber 6
Imperia 4, 6
Invicta 6
Isotta-F. 8
*Jowett 2
*Lagonda 4, 6
*Lanchester 6, 8
*Lancia 8
*La Salle 8
*Lea-Francis 4, 6
Lorraine 6
Marmon 8
Mathis 4, 6
Mercedes-B. 6, 8
*M.G. 4, 6
Minerva 6, 8
*Morris 4, 6
*Nash 6, 8
*Oldsmobile 8
O.M. 6
*Packard 8
*Panhard-L. 6
*Peugeot 4, 6
*Renault 4, 6, 8
*Riley 4, 6
*Rolls-Royce 6
*Rover 4, 6
Salmson 4
*Singer 4, 6
*Standard 4, 6
Star 6
Steyr 6
*Studebaker 6, 8
Stutz 6, 8
*Sunbeam 6
Swift 4
*Talbot 6
*Triumph 4, 6
*Trojan 4
*Vauxhall 6
Voisin 6, 12
Willys 4, 6
*Wolseley 6

The car that caused a stir at the Motor Show! . . .

Everyone who saw this superb new Lanchester achievement at the Motor show was impressed by its up to the minute design and surprising new features. For perfect passenger comfort and exceptional performance capabilities, the experts agree—there's nothing to equal the new 'Fourteen'!

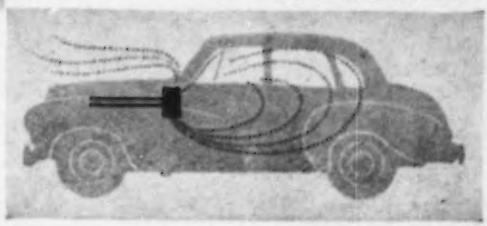
L

the New Lanchester 'Fourteen'

L.24

Deep upholstery in soft leather. Wide rear seat with fold down centre armrest, unrestricted leg space and ample head room.

Fresh air conditioning *with built-in heater and ventilating fan.* **Fresh** *air drawn in from air inlet above scuttle, can be circulated heated or unheated. Easy control from the dash.*



BY APPOINTMENT

THE LANCHESTER MOTOR COMPANY LIMITED, COVENTRY

1951 ENGINES

Panhard Dyna

4-CYL.

Austin
Citroen
Fiat
Ford
Healey
Hillman
Humber
Jaguar
Jowett
Lanchester
Lancia
Lea-Francis
M.G.
Morgan
Morris
Peugeot
Renault
Riley
Simca
Singer
Standard
Sunbeam-T.
Triumph
Vauxhall
Veritas
Wolseley

6-CYL.

A.C.
Alfa Romeo
Alvis
Armstrong S.
Aston M.
Austin
Bentley
Bristol
Chevrolet
Chrysler
Citroen
Daimler
Delage
Delahaye
De Soto
Dodge
Ford
Frazer-N.
Hudson
Humber
Jaguar
Kaiser
Lago-T.
Lagonda
Lancia
Morris
Nash
Nash-Healey
Oldsmobile
Plymouth
Pontiac
Rolls-Royce
Rover
Studebaker
Vauxhall
Wolseley

8-CYL.

Allard
Buick
Cadillac
Daimler
Ford (Canadian)
Lincoln
Oldsmobile
Mercury
Packard

engine is perhaps significant by the examples mentioned in an accompanying table. This idea is, of course, a resuscitation of the theory that a large diameter piston, with equal or shorter stroke, makes for increased aspiration volume, plus reduced high-speed vibration.

1904-5 flashback

It reminds us of the times when, for instance, the late R. W. Maudslay tried a 5 x 3-in. motor for his early Standard car, following it with a 4 x 4-in. engine, the 30 h.p. Maudslay 4-cylinder 130 x 130 mm. motor, and the 60 h.p. 130 x 100 mm. Napier. That was in 1904-5 or even earlier.

Both the Hobbs and the Laycock-de Normanville epicyclic gear systems are shown by their respective makers, the latter also being exhibited, as overdrive, by the Standard company.

It is evident that the majority of British manufacturers, to say nothing of continental constructors, still seem to fight shy of torque-converters or hydraulic transmission mechanism. And certain French cars are obtainable with the Cotal magnetic gear-shifting device, which was once adopted by a British constructor.

Here is seen a wide gulf dividing British and American viewpoints. That is to say, now that more than 20 models—among which are several American and Canadian productions—are equipped or offered with alternatives to the normal sliding gear, it becomes increasingly clear that marked changes may occur presently.

In fine, hydraulic torque converting or similar gears may assume the character of a formidable rival to the conventional gearbox. It is by no means unlikely that some such alternative principle will obtain so strong a foothold as to constitute a force to be reckoned with seriously.

The origin of the invention was, of course, the Coventry-Daimler company's early adoption of the hydraulic clutch combined with Wilson's planetary, or self-change, gear.

For many years few foreign makers evinced interest in this rather remarkable departure, but in comparatively recent times, the Americans have experimented with, and developed, the basic method so vigorously that to-day the feature is one of the foremost "selling-points" in various models.

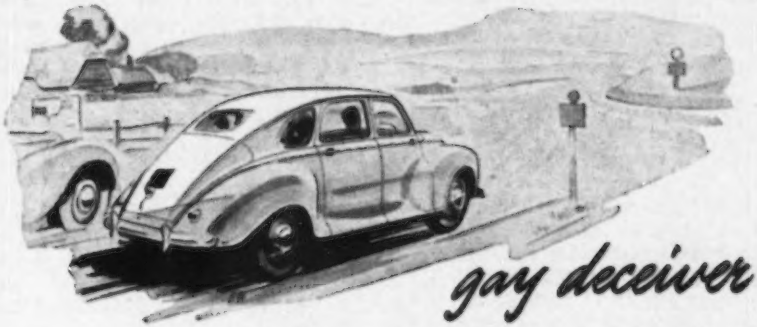
Some are available with 3-speed gear shifts, others with 4 speeds, and there is a common family likeness between these modern interpretations of an early system.

Torque converters

It should also be noted that another line of action has been taken by some makers in using an automatic overdrive in combination with synchromesh change gear coupled to the engine by a plate clutch.

The cardinal idea behind these torque-converting devices, slipping clutches and the like is attractive, but they involve some gearing. So far they are rather complex, and they entail fairly heavy and bulky parts that turn in a comparatively large quantity of oleaginous liquid.

All this, and more, means added weight and complication in the first



gay deceiver

You've heard incredible stories about this car—stories of International race triumphs; unbelievably high average speeds. And frankly you're doubtful.

Now as you inspect her close up, you still think it can't be. She looks so comfortable, even sedate . . . so harmless somehow. Can that neat, tapering bonnet house such formidable power?

Then you settle down in the deep driving seat and touch the controls . . . and after a while you know this Javelin's been smiling at you all the time because those cars ahead seem almost stationary; and as you glide silently up behind, you realize you're travelling fast—very fast. And you brake . . .

Quickly the needle slips back to 40—yes, you were up in the 70's and the whole car was smooth and steady. You didn't even notice. The torsion bar suspension holds you gently to the corners, the road seems velvet smooth, the short neat bonnet lets you see and relax at the same time and the precision steering is just that. It's all so easy in this Javelin.

Now you know it. This car, so disarmingly innocent—so spacious—has all the speed of victory in her veins.

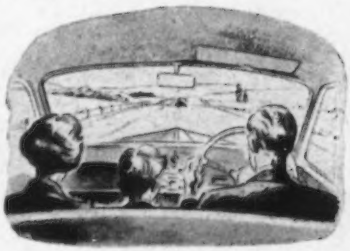
This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say, 'I'd rather go by Javelin!'

Top speed, electrically timed. 78 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. —(*The Motor* Road Test.) Horizontally opposed flat-four 50 B.H.P. engine.

Javelin Saloon: £595
plus purchase tax £166.0.7.
Javelin Saloon de luxe: £695
plus purchase tax £193.16.1

There are over 200 fully qualified Service Agents in Great Britain

See the Javelin at STAND 162 at the International Motor Exhibition, Earls Court



1½ LITRE

JAVELIN

take a good look when it passes you

JOWETT CARS LIMITED, IDLE, BRADFORD. 48, ALBEMARLE STREET, PICCADILLY, W.1.

place, while in operation there is the risk of overheating, frothing, and so forth.

However, if or when greater simplicity of construction and operation, together with increased efficiency, can be achieved, the outlook should be much more obvious than is the case at present.

Also, and this is important from the repairer's point of view, in its current stage of development it might prove more difficult to overhaul disabled converter - mechanism satisfactorily than to undertake the task of reconditioning a conventional gearset.

Sports cars

For the sporting enthusiast and the "speed merchant," the British trade offers a wealth of interest at Earls Court in such exemplary machines as the M.G., A.C., Frazer-Nash, Bristol, Jowett, Morgan, Healey, Sunbeam, Lea-Francis, Lagonda, Aston Martin, Jaguar and Allard, not omitting the new 6-cylinder model by Alvis. Moreover, an addition to the Lanchester range is to be found in a new "Fourteen" 4-cylinder car of imposing appearance and high calibre.

As a foil to such productions, from across the Channel have come various chassis, which also furnish food for profitable thought. Apart from Italian machines, others likewise compel attention. These include Simca, Lago-Talbot, Panhard, Peugeot and Renault, together with "top-notchers" that leave little or nothing to be desired, either from the mechanical or æsthetic angles.

Inspection of the magnificent cars shown by Hotchkiss, Delahaye and Delage, for example, makes it abundantly clear that the French have not lost their admitted flair for building superb vehicles.

As regards bodywork, the integral form of construction remains for the present more or less as before, which, however, is not to infer that it will long continue in a minority. The method offers so much advantage from the "wholesale" manufacturing standpoint that it seems impossible to resist the belief that considerable developments in this direction must come eventually.

Considering the ever-increasing costs of material on the one hand and of labour on the other, any reliable methods of affording economy and speed in production must without doubt be employed.

Ready-made components

Since motor manufacture is nowadays almost wholly within the sphere of "big business," the handling and handwork involved in the "bits and pieces" associated with small-scale output is tending rapidly to be replaced by ready-made components straight from the machine for assembly with the minimum expenditure of time and labour.

Remembering that at least two of the largest British factories are forg-

SPECIAL GEAR SYSTEMS
(Standard or optional)

Armstrong-S.	*Preselector (centrifugal clutch, epicyclic), 4 speed.*
Buick	*Dynaflow.*
Cadillac	*Hydramatic 4 speed.*
Chrysler	*Fluid Drive 4 speed.*
Daimler	*Fluid Flywheel (epicyclic).*
Delage	*Cotal.*
Delahaye	*Cotal.*
De Soto	*Fluid Drive 4 speed.*
Dodge	*Fluid Drive 3 speed, 4 speed.*
Hotchkiss	*Cotal.*
Hudson	*Vacumatic gearshift, 3 speed.*
Kaiser	*Hydramatic.*
Lanchester	*Fluid Flywheel (epicyclic).*
Lancia	*5 speed, synchro.*
Lincoln	*Hydramatic, 4 speed.*
Lincoln Can. Ford	*Automatic (torque converter, epicyclic, 3 speed).*
Mercury	*Automatic (torque converter, epicyclic, 3 speed).*
Nash	*Hydramatic.*
Oldsmobile	*Hydramatic.*
Packard	*Ultramatic.*
Pontiac	*Hydramatic.*
Simca	*5 speed, synchro.*

STANDARD 3-SPEED

Allard	Hudson	Studebaker
Buick	†Kaiser	Triumph
Chevrolet	†Lincoln	Vauxhall
Citroen	†Mercury	
De Soto	Plymouth	
Dodge	Renault	
*Ford	Standard	

*Canadian Ford
†Alternative Gear Systems available.

6-VOLT IGNITION SYSTEMS

Buick	Hudson	Oldsmobile
Chevrolet	Kaiser	Packard
Chrysler	Lincoln	Plymouth
De Soto	Mercury	Pontiac
Dodge	Nash	Renault
Ford	Nash-Healey	Studebaker

ing ahead with integral construction of body and chassis as a special feature, the answer to the question whether there is a future in the method seems plainly in the affirmative.

At all events, the all-metal mass-produced car body is now very familiar, and assuming continuance of its ultra-modern flowing lines, to which most of us are now accustomed (or resigned), the separately-made frame and coachbody may gradually, or even quickly, suffer eclipse.

If, as is no doubt the case, Earls Court in 1950 is truly representative, then a few years hence may well carry mono-construction right to the forefront. According to "information received" from various trustworthy sources, it would not surprise the writer if a relatively sudden and widespread trend of this character led to the "chassisless" car becoming commonplace.

Bulbous bodies

American body builders give no hint of returning to more subdued contours, as seen in some British models. To the contrary, a number of the newest U.S.A. designs are appallingly bulbous in outline, when viewed from any angle. At first glance it is easily possible to mistake the front for the back end of certain new models, in consequence of coachwork imparting the appearance of a magnified oval dish-cover.

Included in what may be termed new 1951 chassis models are the 6-cylinder Alvis, 4-cylinder Lanchester Fourteen, V 6-cylinder Lancia-Aurelia, 6-cylinder Ford Zephyr, 4-cylinder Ford Consul, 6-cylinder Mark VII Jaguar, 6-cylinder Aston Martin, 8-cylinder o.h.v. Allard, 6-cylinder o.h.v. Nash and Nash-Healey, 6-cylinder Kaiser, 4-cylinder Simca, 4-cylinder Fiat, and 4-cylinder Triumph Roadster.

It is also interesting to note that Alfa Romeo have produced a new 4-cylinder chassis. The sight of such abundant offerings of new machines is viewed with very mixed feelings by many natives of these islands who are forced to use old cars because new ones must be sent abroad.

Italian construction

It will, I think, generally be agreed that many marks must be awarded to Italian makers for their shrewdly progressive and realistic attitude in chassis construction. In such machines as the Fiat, Lancia and Alfa Romeo, great ingenuity is shown in clever combinations of ancient and modern principles.

This outlook has resulted in the commercial production of cars that are very literally hard to beat and which are unexcelled examples of first-rate craftsmanship.

In a preceding table, entitled "Twenty Years Ago," are set forth the car exhibits at Olympia in 1930. This shows at a glance how times have changed in car design. Then there were 12- and 16-cylinder models, and no fewer than 22 8-cylinder cars.

Two decades since and many manufacturers were overflowing with a multitudinous array of different models in various sizes. To-day you

SUSPENSION

Chassis with Coil Spring, Torsion Bar or Kindred Suspension of both Axles

Alfa Romeo	Fiat	Nash
Allard	Frazer-N.	Nash-Healey
Aston M.	Healey	Oldsmobile
Bristol	Jensen	Panhard-L.
Buick	Jowett	Peugeot
Citroen	Lagonda	Renault
	Lancia	Simca

can only look at the new look, the next look—and the one after that.

The scheme of placing only complete vehicles on the stands without a chassis precludes examination of the "works." It is to be deprecated. I am glad, however, to notice that a few manufacturers are not guilty of false modesty.

Chassis used to be on view at Olympia, to the exhibitor's pride and the visitor's pleasure; since the scene was transferred to Earls Court the custom has been abandoned.

Engine and gear units, front end fittings and similar parts are, however, shown by Standard, Lea-Francis, Jowett, Renault, Wolseley and Aston Martin, chassis being included by Lancia and M.G., both of which repay well-deserved attention.

The now familiar "Ghost" Hillman is another subject of crowd-catching interest to the thousands who like to see "the wheels go round." In contrast, let it be added that, in 1930, at least 36 chassis were shown.

The garage, service equipment, supplies and materials division fully maintains its pride of place with really excellent plant, special tools and appliances, without many of which the workshop of to-day would be considered to be ill-equipped.

Speedy maintenance and reconditioning are now rightly regarded as of equal importance with the rapid production of cars, and hence the up-to-date garagist simply cannot afford to neglect the provision of modern tools for his trade in this fiercely-competitive period. On the 82 stands comprising this section there is all that every garagist and repairer requires for fitting-out his establishment to the best advantage.

ENGINE COMPRESSION RATIOS and DECLARED OUTPUTS

	Comp.	B.H.P.	R.P.M.
A.C.	6.50	74	4,500
Alvis	7.25	83	4,000
Armstrong	6.5	75	4,200
Aston M.	6.5	105	5,000
Austin A40	7.2	40	4 300
" A70	6.8	68	3,000
" A90	7.5	88	4,000
" A125	6.8	—	—
Bristol	7.5	88	4,500
Chevrolet	6.6	92	3,400
Citroen 4	6.5	56	4,250
" 6	6.5	76	3,800
Daimler 8	6.3	150	3,600
" 6	7	70	4,200
" Sports 6	7	85	4,200
Delahaye	6.5	130	3,800
Fiat 500	6.45	16.5	4,400
" 1100	6.1	35	4,400
" 1400	6.7	16.7	4,400
Ford Consul	—	47	4,400
" Zephyr	—	68	4,000
" Canadian	6.8	100	3,600
Frazer-N.	7.5	80	4,200
"	8 5	110	5,250
"	9.0	120	5,500
Healey	6.9	—	—
Hotchkiss	7.0	—	—
Hudson	6.7	128	4,000
Jaguar XK120	7.0	160	5,200
" VII	7.0	160	5,200
" V	6.75	120	4,250
Jensen	6.8	130	4,000
Jowett	7.2	50	4,100
" Jupiter	7.2	60.5	4,500
Kaiser	7.3	115	3,650
" Henry J.	—	80	3,800
Lagonda	6.5	105	5,000
Lanchester	7.1	40	4,200
" 14	6.7	60	4,200
Lancia 4	6.7	30	4,600
" 6	6.85	56	4,[illegible]
Lea-Francis	7.25	65	4,700
" Sports	7.1	100	4,000
Lincoln	7.0	152	3,600
Mercury	6.8	110	3,600
Morgan	6.7	68	4,300
Morris Minor	6.6	27.5	4,400
" Oxford	6.6	41	5,000
" Six	7.1	70	4,600
Nash	7.25	82	3,800
" Statesman	7.1	85	3,800
" Ambassador	7.3	115	3,400
Oldsmobile 6	6.5	105	3,400
" 8	6.64	135	3,600
Packard	7	135	3,600
Panhard Type 110	7.25	28	5,000
" Type 120	7.5	33	5,000
Peugeot	7.0	42	—
Renault	6.7	19	4,000
Rover	7.25	75	—
Simca	7.75	50	4,800
Singer 9	6.9	36	5,000
" SM	7.0	50	4,500
Standard	6.7	68	4,200
Triumph Renown	6.7	68	4,200
" Mayflower	6.7	35	4,000
Vauxhall Wyvern	6.4	35	3,200
" Velox	6.75	58.3	3,500
Wolseley 4	7.0	50	—
" 6	7.0	80	—

CARBURETTERS

W. H. M. BURGESS LTD.,
Sole Distributors throughout the United Kingdom.
32 Brunel Road,
Old Oak Common Lane,
ACTON, LONDON, W.3.

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GLOBE & SIMPSON LTD.,
Distributors for the United Kingdom, except for London and The Home Counties.
194 to 196 West Street,
SHEFFIELD, 1.

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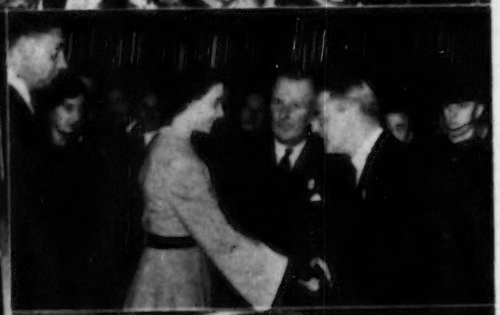
TRADERS!

— make use of these unique Service facilities :—

VISIT S.U. AT

STAND 248
(AVENUE O)
INTERNATIONAL MOTOR SHOW
Earls Court

MOTOR SHOW PICTURE SHOW!



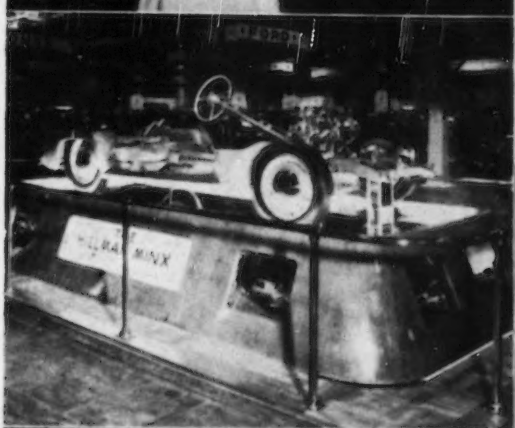
TOP RIGHT.—General view of the Show.

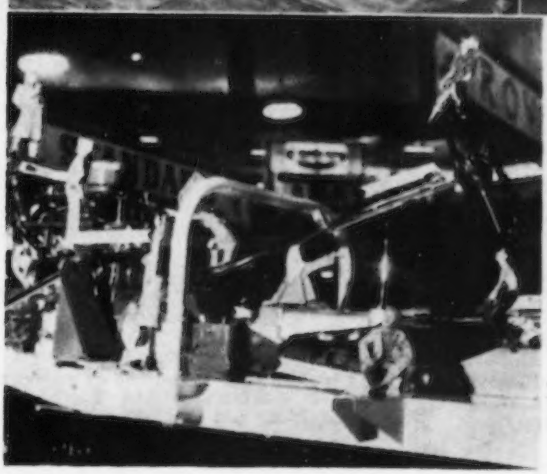
CENTRE LEFT. — The SKF stand had a special feature of a 4-sided cone, showing the component parts of bearings.

CENTRE TOP RIGHT.—Princess Margaret is greeted on the Morris stand by Nuffield Vice-Chairman R. F. Hanks. S.M.M.T. President W. Lyons is centre and Nuffield's Publicity Manager, R. Bishop, left.

CENTRE BOTTOM RIGHT.—Working model demonstrating Wyresoles on slippery road.

BOTTOM LEFT. — Arthur Wint, Olympic champion runner, is being welcomed to the Benjamin Electric stand by Publicity Manager, Vic. Gardner. Jack Crump, A.A.A. Team Manager, looks on.





TOP LEFT.—Princess Margaret chats to Managing Director S. R. Wilks on the Rover stand, while S.M.M.T. Deputy President F. I. Connolly, Sir William Rootes and S.M.M.T. President W. Lyons look on.

TOP RIGHT. — The Princess leaving a Messenger caravan accompanied by Berkeley Director Charles Panter.

CENTRE LEFT.—A variation of the "Ghost" Minx, a chassis engineering exhibit on the Hillman stand.

CENTRE RIGHT.—An ardent motorist at 79, Mrs. A. Gresham Cooke, mother of S.M.M.T. President R. Gresham Cooke, who is with her, takes a seat in the new Austin A.40 Sports.

BOTTOM LEFT. — A stripped chassis on the M.G. stand with little "men" pointing out design features.

'Freedom Must be Restored'

L. P. Lord's inspiring talk to distributors and dealers at Austin Motor Show dinner

Fearless action needed

"LET us remember our priceless inheritance of freedom. It is being taken away from us, but it has got to be restored. If we get it back we need fear no man and no nation. Let us therefore never forget that we are British, and act always to the highest traditions."

With these inspiring words, and many more like them, **L. P. Lord** drew loud applause and cheering from over 1,000 home and overseas distributors, dealers and other friends of the Austin Motor Co., when the firm held its Motor Show dinner at Grosvenor House, London, W.1, on Tuesday of this week.

Mr. Lord was replying to the toast of "The Austin Motor Co.," proposed by Dunlop's **G. E. Beharrel**, and he was speaking of the future, about which, he said, he was happy, although it depended on peace and steel. But no one could predict. **Politicians struggled for power at home. There was intolerance abroad. But he thought that industry would save the situation if it acted fearlessly.**

Talking of the "old days," of the pioneers and "Pa" Austin, Mr. Lord said that they couldn't happen again, under the present system of taxation. He often thought of the changes that had taken place in the motor industry, and among its distributors and dealers. Businesses and men were changing. What and who were replacing them? Were they prepared to trust the younger generation? If the older fellows no longer got any fun out of business, they should get out and let youth take over.

All business was built on goodwill—goodwill between manufacturers, distributors, dealers and customers. "For goodness' sake let us preserve it," said Mr. Lord. "Let us give service and foster friendship."

They were urged to export more and more. **If only those who imported foreign ideas could be exported, the balance would be restored!** In the meantime, Austin was the largest motor industry exporter. During the year they had sent over £43,000,000 worth of goods abroad. They were not doing that for their own sake, but for the country's.

What of the "7"

Last year he had said that they would have another Austin Seven. They would. But when? It was their duty to turn steel into cars for export. If they now turned to the Seven, they would have to divert their energies. **So the Seven would have to come later.**

Their future policy was progress and expansion. And they were going to go on in the way they had been taught—to trade honestly. But they were now faced with the defence programme. Where was the

Scientific research carried out at Thornton is illustrated (right) *by this picture of a scientist making tests with a Spekker Absorptiometer.* Below *is one of the large engine lubricant test control cells—used for engine tests under actual running conditions.*

New engines, whether industrial, marine or automotive, call for new grades of lubricating oil. Co-operating closely with the designers, Shell scientists are constantly working to *anticipate* the requirements of new engines that are being produced. After subjecting numerous combinations of oil both to exhaustive laboratory tests and to stringent practical tests under actual running conditions, they market only the grade of oil that is the *best possible* for its particular purpose.

The Shell Research Centre, at Thornton, in Cheshire, is the biggest in Britain and one of the best equipped in the world. It is due to the knowledge gained there and at Shell Research Centres in other countries that Shell can today claim their world-wide *leadership in lubrication*. It is not surprising that Motor Manufacturers approve the use of Shell Motor Oil.

SHELL MOTOR OIL

SHELL

LEADERSHIP IN LUBRICATION

money coming from? Where was the extravagance of the Government coming from? **From industry, of course, which had to pay for the pleasure of the Government, Nationalisation and rearmament.** Austin had received an order for "light 4-wheeled vehicles." The only thing "light" about them was the price they were getting for them!

Mr. Lord revealed that the vehicles would be made in the Austin war-time aeroplane factory, which would give about 6,000 extra feet of space.

In a tribute to G. W. Harriman, "one of the best production engineers in the country," Mr. Lord said that he was glad that Mr. Harriman had not taken his advice not to join the Board!

Showing courage

Proposing the toast to which Mr. Lord replied, **Managing Director G. E. Beharrel**, of the Dunlop Rubber Co., Ltd., said that the task of the individual to-day was not easy. Boards were faced with decisions demanding a high degree of courage. The way in which Mr. Lord had faced the task of going to the U.S.A. showed his courage, and he wished him good luck for the future.

Hans Osterman, of Sweden, proposing the toast of "The Austin Motor Export Corporation," said that in 1938-9 40 per cent. of cars imported into Sweden came from the U.S.A. Most of the others came from Germany. British cars were not taken because of their high price. To-day, British cars dominated the market. German cars were coming back, but he was not afraid.

Colonel Arthur C. R. Waite, Chairman of the Austin Motor Export Corporation, said that he was fortunate in having been able to hand on many of his responsibilities to the recently-promoted Export Managing Director, James F. Bramley. He was a brilliant man, and was doing an extraordinarily good job of work. They were to-day using a phrase coined by Mr. Bramley, namely, "The world is our Blueprint." In proof of the truth of that he would mention that Austin post-war exports came to a total value of £107,600,000.

Colonel Waite ended on the warning note that the prosperous times abroad were not going on for ever, and that we were enjoying prosperity now because of the shortage of dollars.

Deputy Managing Director G. W. Harriman, toasting "Our Guests," said that Austin distributors and dealers had made the backbone and laid the foundations on which the export drive had been built. They had sold 850 000 of the first million cars.

Claud Wallis and **Sir George Kenning** replied, the latter appealing to young men to take advantage of the experience of the older ones, and emphasising that this country must not lose the art of salesmanship just because it was on a seller's market.

Motoring by Numbers

Easy-to-read map

Do you know the system on which roads are numbered in this country? It is estimated that only a few people know about it, because the system has never been officially explained since it was begun in 1914, and even the Highway Code does not give it a mention.

The explanation is now available, in a practical new map, the Roadfinder, which Daimler Hire, Ltd., are presenting to British and overseas users of their drive-yourself service.

The result of some two years' work by motor engineer-cartographer **Paul Stanley**, the Roadfinder is a simple-to-read map based exclusively on the Numbered Road System. By means of colour, it shows clearly how the country is divided into zones by the nine roads A1 to A9. Zone 1, for instance, lies between A1 (London to Edinburgh) and A2 (London to Dover). Zone 2 lies between A2 and A3 (London to Portsmouth), and so on clockwise around the country.

The first numeral of a road number shows the Zone in which it originates. Some roads run out of their zone of origin, but still retain the original number.

For fast travel

A-class roads only are shown on the Roadfinder, which impresses us as being one of the most practical contributions to fast road travel yet devised.

Produced on the heels of much adverse criticism of this country's signposting, and published in time for the thousands of foreign tourists expected here for the Festival of Britain, the map measures a pocket-sized 7¼ins. x 4¼ins when folded up, and a convenient 28ins. x 22ins. when open.

Copies of the Roadfinder are also obtainable direct from the publishers, Roadfinder Touring Service, 14A, Arlington Street, London, S.W.1, price 4s., post free.

They have been WARNED....

Over the last few winters the anti-freeze habit has been gaining ground. We have warned the motoring public that no engine is safe without Bluecol. This year our advertising will be even more direct, more convincing, more widespread. We shall warn the motorists everywhere not to wait for mid-winter. Some of the most damaging frosts are in the autumn. See that your stocks are adequate, if not . . . .

. . . . Order Now

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BLUECOL

The SAFE Anti-Freeze

SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

See it at the Motor Show on STAND No. 265

"Ease the Trade's

President H. Godfrey, at M.A.A. annual and retailers to find a practical

Howard Godfrey President of the Motor Agents' Association.

Limits being reached

AN urgent appeal for a scheme that will "ease the task of dealers in making allocations, and, more important still, help the motoring public," was made by President Howard Godfrey, of the Motor Agents' Association, at the annual dinner of the Association at the Dorchester Hotel, on Wednesday of this week.

Mr. Godfrey, who was presiding over a gathering of about 450 members of the Association and their guests, was emphasising that "**a great number of new cars and commercial vehicles must be made available for the home market, and at an early date.**" The rising productive output of this country could not be maintained, or increased, he said, unless it had a sufficiently large and efficient fleet of commercial vehicles and cars. **Efficient road transport was absolutely essential to industry and trade, and to the economy of a modern and up-to-date community.**

"At the present time there are 2¼ million cars in use in this country," said Mr. Godfrey, "and of these no more than 612,000 are post-war cars. **That means that the balance of 1,638,000 are pre-war cars of at least 11 years of age, many of them 15 or 16 and even older.** Our trade is doing its best to keep these pre-war cars in a reasonable condition, but there are limits to what we can do, and we are rapidly reaching those limits."

Average car life before the war was eight years. It was therefore clear that there would soon be a great wastage that must be replaced. Exports were important, but so were the country's vehicles. The motor car was now a tool of industry and an essential utility.

The home market was now receiving no more than 110,000 cars per annum, at which rate it would take 20 years to replace the cars at present in use. "**If you want to have some fun with figures,**" said the President, "**you could play with the thought that by the time we have replaced the last 100,000, the first 100,000 will again be 20 years old.**"

The trade was shouldering the onerous task of allocating the 110,000 vehicles fairly. But it was transparently impossible accurately to weigh the claims of one customer against another, with orders on the books for about 1¼ million cars. If the Government gave manufacturers more latitude, lifted some of the restrictions and released more sheet steel, the factories would be able to perform near miracles.

Multiple orders

People were complaining about their orders not being met, and the industry was faced with the multiple-order problem which, although small, ought to be overcome. "We are at the time exploring the problem," said Mr. Godfrey. "**I don't say that we shall be able to find a complete solution, but I think it is the responsibility of manufacturers, and of the retail trade, earnestly to try to find a practical method of coping with that very difficult problem.**"

Expressing disapproval of steel nationalisation, Mr. Godfrey said that he hoped it would not result in prices rising. He believed that the rearmaments programme could be effected without curtailing civilian production.

During the war the retail motor trade carried out 80 per cent. of the major overhauls of Service vehicles. What they did then they could do again. **But in all these things the industry must be left free to conduct its business without Government interference.**

Speaking of the Association's negotiations wth other organisations, Mr. Godfrey regretted that there was no ready means of contact with the petrol companies. He did

Allocation Task"

dinner, calls on manufacturers solution of the problem

not mean that the petrol companies were not ready to talk. "They are nice chaps and much more human than some people in the trade seem to imagine. But while our contact with the companies is very frequent and close, they are either unwilling, or unable, to gather round the table collectively.

"I personally hope," he went on, "**that in the very near future the companies will find it possible to meet us jointly on a Consultative Committee. If collective price maintenance is the fundamental difficulty, that is no reason why we should not get together to consider other problems of importance to the retail trade.**"

Two suggestions

The President concluded by making two suggestions to the new Chancellor, Mr. Gaitskell. First, to abolish the c.v. purchase tax, and, secondly, to complete his earlier work of abolishing petrol rationing by coupon, by now removing the ninepence tax and thus abolishing rationing by price.

Sir Charles Bartlett, Managing Director of Vauxhall Motors, Ltd., proposed the toast of "The M.A.A.," to which Mr. Godfrey replied. In a witty speech he said that the country was in danger of being run by professors. A Professor was a man who taught the problems of life which he himself got through by remaining a professor! Each professor needed a Statistician, whom he defined as a man who drew a straight line from an unwarranted assumption to a foregone conclusion!

Next, the Professor needed a Controller—a man who gave excuses for not having what he forgot to order! Then a Planning Officer, who came in too late anyway, and who was the man to tell where a town should be if it wasn't there now! Next, a Co-ordinator, who got organised chaos out of regimented confusion! Finally, the professor needed a Public Relations Officer, who was paid to convince everyone that they were not as badly governed as they thought they were!

The motor industry was looked on with envy, went on Sir Charles. It was prosperous, but disturbing to some. **Their friends, the Government, made the mistake of not realising that they were put there and that they were our servants. Industry must be allowed to have its head. It did not want harnessing to uniform mediocrity, but wanted to play its wits against the world.**

The industry was a live one; a personal one. And the retail side was founded on personal touch between man and man. The Government couldn't supply that. **If only industry would realise that it was established on personal service and the human touch, business could be built up which would be immune to the crawling crab of Nationalisation.**

Support needed

Deputy M.A.A. President **S. M. Caffyn** proposed "The Guests," and welcomed the many leaders of the industry who were present, as well as representatives of Government Departments, other associations, the petrol companies (there for the first time), suppliers, and the tyre companies (who had spent much time and money on the Tyre Distribution Plan).

He also expressed the hope that the manufacturers would support the steps which it was thought were necessary to reduce allocation troubles.

Speaking of road accidents, Mr. Caffyn

LONDON SHOWROOM. — Recently opened in London is this showroom of the Villiers Engineering Co., at 190, Piccadilly. Displayed in the windows is a selection of the engines produced by the firm.

thought that the Government were too successful in focusing the spotlight of publicity on road casualties. Actually, only one in four of accidents occurred on the roads. At least equal attention should be given to the other causes of accidents.

People wrote to the trade Press and said that the Association were not interested in petrol. Obviously, they had never been to an M.A.A. meeting, where it was always an inflammable subject!

At short notice, G. E. Beharrel, present as President of the Tyre Manufacturers' Conference, replied to the toast in place of Lord Terrington, Chairman of the National Arbitration Tribunal, who was unfortunately unable to be present owing to illness.

The industry had a great future, said Mr. Beharrel. Since 1939 the number of mechanically propelled road vehicles in the world had risen from 44,000,000 to over 60,000,000. And now the British motor industry was faced with rearmament. That programme could not fail to make an impact on them, and he emphasised that it was important not to lose the cold war while preparing for a hot one.—J. Q.

Fee for Consent to Sell

To meet costs of Covenant Scheme

B.M.T.A. decision

OBTAINING consent to dispose of a car which is still within covenant will in future cost its owner a guinea. And if resale is authorised the dealer concerned will be charged a small fee commensurate with the size of the deal.

This, the British Motor Trade Association say, has been decided because of increasing costs arising out of the operation of the Covenant Scheme. The Association make this statement in their "News Letter."

"The costs of operating the Covenant Scheme are becoming a greater burden than the Association's finances will bear. To a great extent these flow from services which, although available to all, are in the main utilised to varying degrees by only a number of our members.

"The greatest burden of costs arises from the Consents Department, and this it has been decided must be made self-supporting and in such a manner that those members who benefit most will pay most. The alternative is an all-round increase in subscriptions which we wish to avoid if possible.

"In future, therefore, a fee of one guinea will be charged to all covenantors who make application for consent to dispose of their car. Additionally, when consent is given and the resale of the car is authorised to be effected through a member, a small fee, varying with the type of deal, will be charged to that member.

"It will, therefore, be appreciated that, in so far as the trade is concerned, these fees will be payable only by those who benefit financially — an eminently logical and fair means of meeting the heavy costs involved in giving this service."

AGENCY SALES.—C. G. Skipper, Ltd., Burnley, supplied these two vehicles on standard Fordson 10 cwt. chassis. That on the left is for ice-cream retail sales, and the body is Skipper's own design. There is a serving hatch on either side, and the van is panelled inside and provided with a hot-water heater and steel sink. The second picture is of a van for carrying bottles. This also was built in Skipper's own works, the firm also carrying out the painting and lettering.

ONCE
AGAIN
BRITAIN
SHOWS THE WORLD
HER FINE CARS AND
COMMERCIAL VEHICLES
The Majority
OF WHICH IT
GIRLING
GIRLING LTD KINGS ROAD TYSELEY BIRMINGHAM 11

A new plug

(Available only in 14 mm. Standard, 14 mm. Long Reach and 18 mm. Standard.)

at a new price

3/6D.

guaranteed for

10,000 miles

WIPAC SPARK PLUGS

George says:

"Your plug sales are due for a rise—if you stock the new WIPAC SPARK PLUG. Our 10,000 mile guarantee is your guarantee—of customer satisfaction and repeat sales."

Write for full details of Trade terms—

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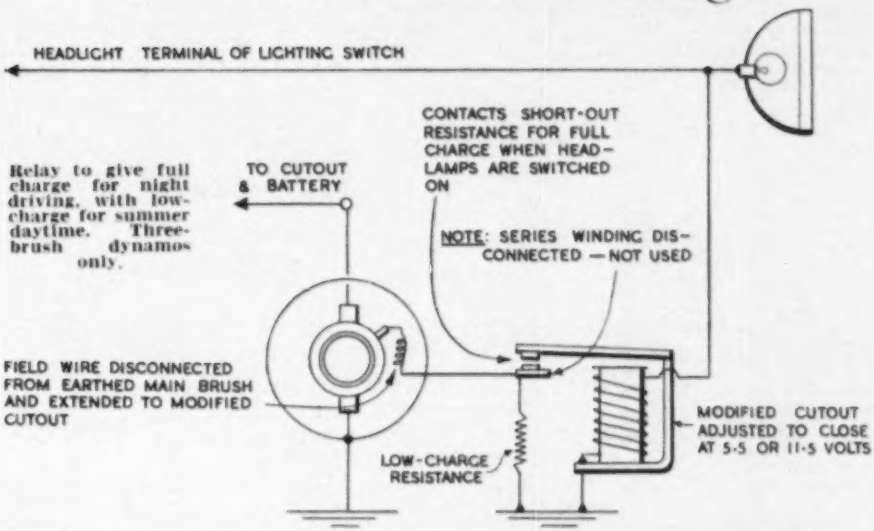
Simon & Bowden 341

THE ELECTRICIAN EXPLAINS

Third-Brush Dynamo Output and Summer Running



Effect of night trip

MANY cars fitted with third-brush dynamo and no voltage regulator, have no means of reducing output for summer conditions, other than adjustment of brush position. When output is reduced by this means, normal lighting load exceeds the mean charging rate, and a longish night trip can seriously discharge the battery.

A convenient way to provide reduced output for day running, with normal charging rate when headlamps are in use, is to mount an old cut-out, and connect as shown in the diagram. The resistance should be 2-3 ohms, and able to carry up to about 5 amps.

The cutout contacts are normally open, causing field current to flow in resistance. When headlamps are switched on, the cutout closes and bridges out the resistance. As one contact—the armature side—is common to one end of shunt winding, the cutout should be connected into the earth end of the field circuit.

If the field is internally connected to live dynamo terminal, then the cut-out should be wired between field wire and third brush. Otherwise the insertion should be made at the field connection to earthed main brush.

RILEY MOTOR CLUB

In celebration of the 25th anniversary of their foundation, the Riley Motor Club held a Silver Jubilee dinner-dance on October 20th, at the Park Lane Hotel, London. The occasion drew the record gathering of over 450 members and their guests.

The toast to the "Riley Motor Club" was proposed by **S. Gordon Marshall**, and responded to by the Club's President, **Victor Riley**, who also responded to the toast of "Our Guests," proposed by the **Duke of Richmond and Gordon**.

Recent Auction Results

Selection of vehicles sold at the Oct. 12th and Oct. 17th

Measham Sales

ALVIS
20 limousine, 1934 ... £155

ARMSTRONG SIDDELEY
16 d/h coupe, 1947 ... £795
17 limousine, 1937 ... £225

ATALANTA
37 saloon, 1939 ... £390

AUSTIN
8 saloon, 1947 ... £610
8 saloon, 1947 ... £587½
8 saloon, 1946 ... £617½
8 saloon, 1946 ... £602½
10 saloon, 1946 ... £615
10 saloon, 1945 ... £697½
10 saloon, 1939 ... £360
10 saloon, 1938 ... £290
10 saloon, 1937 ... £230
11 Devon saloon, 1949 ... £855
11 Devon saloon, 1949 ... £835
12 saloon, 1937 ... £270
12 saloon, 1935 ... £112½
16 saloon, 1948 ... £910
16 saloon, 1948 ... £787½
16 saloon, 1947 ... £785
16 saloon, 1946 ... £735
16 saloon, 1935 ... £275
16 saloon, 1936 ... £182½
16 saloon, 1936 ... £105
16 saloon, 1935 ... £157½

BUICK
20 saloon, 1935 ... £160
31 saloon, 1938 ... £300
31 saloon, 1938 ... £512½
31 saloon, 1936 ... £150

CITROEN
21 saloon, 1933 ... £110

DAIMLER
30 saloon, 1939 ... £920
30 saloon, 1939 ... £862½

FIAT
7 saloon, 1937 ... £213

FORD
8 saloon, 1940 ... £295
8 saloon, 1939 ... £257½
8 saloon, 1939 ... £245
8 saloon, 1938 ... £285
8 saloon, 1938 ... £190
10 saloon, 1947 ... £590
10 saloon, 1945 ... £496
10 saloon, 1939 ... £281
10 saloon, 1938 ... £304
10 saloon, 1937 ... £182½
10 tourer, 1936 ... £212
22 saloon, 1938 ... £185
30 saloon, 1949 ... £895

HILLMAN
10 saloon, 1949 ... £875
10 saloon, 1948 ... £712½
10 saloon, 1945 ... £520
14 saloon, 1940 ... £410
21 saloon, 1934 ... £28

HUMBER
12 saloon, 1937 ... £113
12 saloon, 1935 ... £300
24 Pullman, 1935 ... £160
24 coupe, 1935 ... £100

JAGUAR
1½-litre saloon, 1947 ... £920
1½-litre saloon, 1939 ... £415
3½-litre saloon, 1939 ... £580
3½-litre saloon, 1939 ... £435

JOWETT JAVELIN
14 saloon, 1949 ... £937½

LANCHESTER
14 roadster, 1937 ... £240

M.G.
9 saloon, 1936 ... £192½
11 saloon, 1947 ... £850
10 saloon, 1937 ... £270
12 saloon, 1931 ... £95
18 saloon, 1937 ... £200

MORGAN
8 sports tricycle, 1932 £52

MORRIS
8 Minor saloon, 1949 ... £730
8 Minor tourer, 1949 ... £700
8 Minor tourer, 1949 ... £695
8 saloon, 1948 ... £635
8 saloon, 1946 ... £547½
8 saloon, 1941 ... £320
8 saloon, 1937 ... £215
8 saloon, 1935 ... £177½
8 saloon, 1935 ... £121
10 saloon, 1939 ... £372½
10 saloon, 1939 ... £472½
10 saloon, 1939 ... £267½
12 saloon 1938 ... £295
12 saloon, 1937 ... £350

PACKARD
26 coupe, 1937 ... £300

RAILTON
21.6 saloon, 1939 ... £500

RILEY
9 saloon, 1936 ... £180

ROVER
12 saloon, 1946 ... £860
12 sports saloon, 1938 ... £500
12 saloon, 1934 ... £240
14 saloon, 1937 ... £242½
14 coupe, 1936 ... £250
14 coupe, 1936 ... £230

SINGER
9 saloon, 1939 ... £152½

STANDARD
8 saloon, 1945 ... £450
9 saloon, 1939 ... £315
9 saloon, 1939 ... £255
9 saloon, 1933 ... £117
9 saloon, 1933 ... £50
10 saloon, 1936 ... £232½
12 saloon, 1947 ... £680
12 saloon, 1938 ... £395
12 saloon, 1937 ... £228½
14 saloon, 1946 ... £830
14 saloon, 1936 ... £175
15 Vanguard, 1949 ... £975
20 saloon, 1938 ... £197½

TALBOT
10 saloon, 1936 ... £230
18 saloon, 1935 ... £60

SUNBEAM TALBOT
21 saloon, 1939 ... £600

TRIUMPH
14 roadster, 1947 ... £745

VAUXHALL
10 saloon, 1947 ... £580
10 saloon, 1947 ... £617½
10 saloon, 1939 ... £350
12 saloon, 1938 ... £285
14 coupe, 1937 ... £225
14 saloon, 1937 ... £355

WOLSELEY
9 saloon, 1935 ... £126
12 saloon, 1933 ... £140
14 saloon, 1938 ... £382½
14 saloon, 1935 ... £150

COMMERCIAL VEHICLES

AUSTIN
14 shooting brk, 1932 ... £105
28 goods, 1945 ... £250
— Luton van, ex-WD £200

BEDFORD
27 truck, 1948 ... £455
27 van, 1936 ... £80
28 5-t truck, 1943 ... £185
— cattle truck, 1949 £615
— 2/3-t swb trk, 1946 ... £357½
— 3-t swb tipper, ex-WD £160
— 5-t lwb tipper, ex-WD £195

COMMER
14 Q.5, 1946 ... £310

DENNIS
— 50cwt truck, 1938 ... £45

FORDSON
10 van, 1942 ... £197½
10 10cwt van, 1942 ... £165
10 van, 1942 ... £165
30 50cwt van, 1938 ... £47
30 lwb truck, 1938 ... £60
30 van, ex-WD ... £82½
30 van, ex-WD ... £60
— tipper, 1947 ... £235

HILLMAN
10 Utility, ex-WD ... £165
10 van, ex-WD ... £290

HUMBER
27 Utility, ex-WD ... £57½

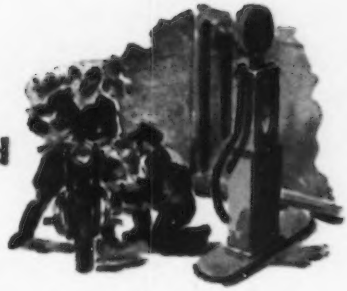
LAND ROVER
— 1948 ... £495

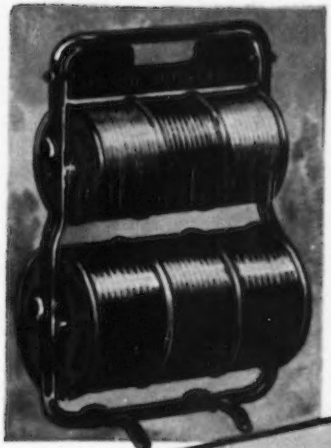
MORRIS
8 van, 1949 ... £382½
8 5cwt van, 1935 ... £100
26 truck, 1938 ... £27½
— van, 1949 ... £650
— 25cwt truck, 1939 ... £155

RELIANT
— van, 1950 ... £187½

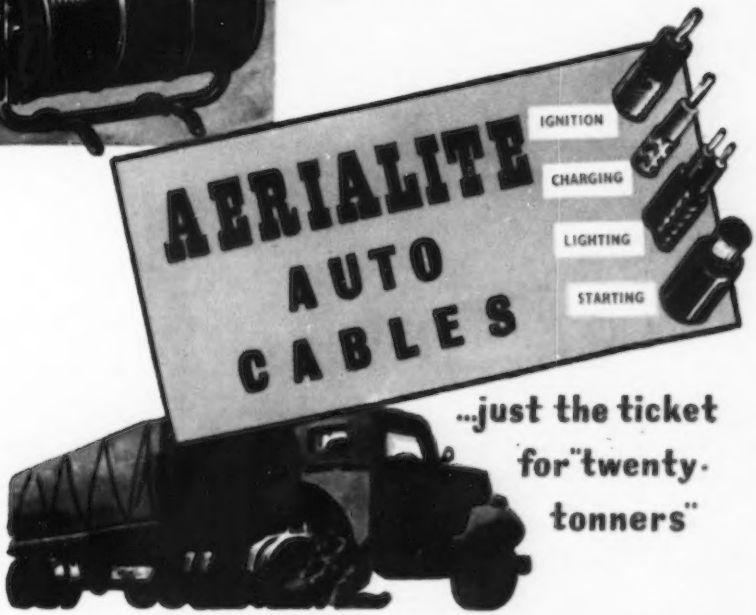
STANDARD
18 van, 1949 ... £550

A "timely tip" for "two-wheeled tourists"...



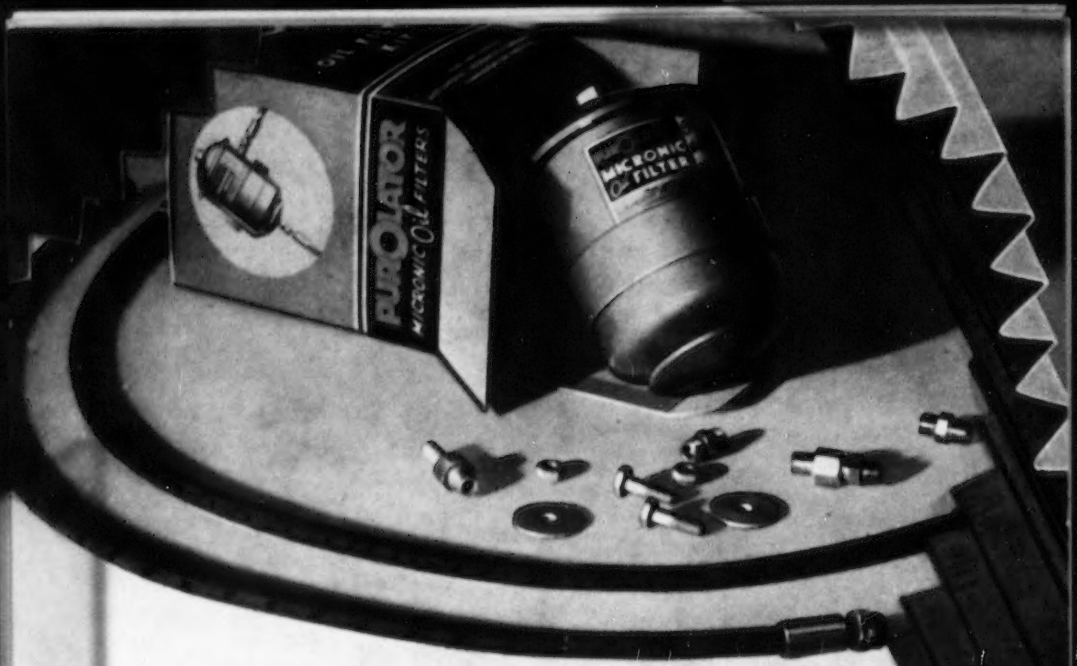


For all shapes and sizes of auto transport, the use of AERIALITE for replacing worn or faulty cables is a sure guarantee of future performance and dependability. The display stand shown here is FREE, is portable, and is strikingly attractive—a three-fold asset to every garage or service-station.



...just the ticket for "twenty-tonners"

Made by AERIALITE LTD., CASTLE WORKS, STALYBRIDGE, CHESHIRE.



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IS AVAILABLE FOR ALL THESE CARS :—

FORD 8 and 10 h.p. ...	MF.2395 ...	For all models from 1934 to 1950 ...	50s. 0d. each
STANDARD 8 h.p. ...	MF.2396 ...	For 1938, 1939, 1945 and 1948 models ...	50s. 0d. ,,
MORRIS MINOR ...	MF.2397 ...	For models from 1948 ...	50s. 0d. ,,
MORRIS 8 h.p. ...	MF.2398 ...	For all Series E models 1939, also 1945 to 1948 ...	50s. 0d. ,,
MORRIS OXFORD ...	MF.2501 ...	No. 10 Set for all models to Engine No. 12433	47s. 6d. ,,
HILLMAN MINX ...	MF.2399 ...	For all models from 1934 to 1950 ...	50s. 0d. ,,
TRIUMPH MAYFLOWER	MF.2393 ...	For cars up to Body No. 2,000 ...	50s. 0d. ,,
	MF.2392 ...	For cars after Body No. 2,000 ...	50s. 0d. ,,

The kit contains a complete Furolator paper-element filter, with every union and connection, and the necessary bracket for quick fitting without drilling.

There is further and continuous business for you in supplying the replacement element.

PUROLATOR

REGD. TRADE MARK

Micronic OIL FILTER KIT

AUTOMOTIVE PRODUCTS COMPANY LTD.
LEAMINGTON SPA.

'This Unique Fellowship'

Nearly 500 attend F.M.I. annual reunion lunch and hear praise from Austin Chairman

Perpetual life

THE inherent vitality of the Fellowship of the Motor Industry concept was again demonstrated when, on Friday last week, the 1950 reunion luncheon was held at the Connaught Rooms, London, W.C. Unlike most other "old-timer" organisations, whose membership qualifications are fixed by a date limit, the Fellowship's rule of 25 years in the motor or a closely allied industry has endowed it, not merely with perpetual life, but with a field of prospective members which naturally expands from year to year.

Well might the founder of the Fellowship, **Arthur J. Salmon**, say that he was immensely proud that an insignificant beginning had brought such a magnificent result as this reunion. By the morning of the luncheon, close on 450 seats had been booked, but right up to the time of sitting down, late applications for tickets were being made. In the end, the total number present was not far short of 500.

"No greater compliment"

A detailed record of the names of the members and guests who were there was not available, but we print a list of the members who had requisitioned tickets up to October 23rd, and who, with rare exceptions, were duly in their places. Many had bespoken two or three tickets on behalf of other members or guests from the industry, whose names, therefore, do not appear in the list.

Called upon with applause to speak after the programmed speeches, Arthur spoke of the pleasure he had in seeing so many friends from all over the country brought together by the Fellowship. In particular, he was pleased to see **Stanley Reece**. No greater compliment could have been paid to the Fellowship, for Stan had come by car straight from Liverpool to the lunch that

THEY APPLIED FOR TICKETS

Alexander, J. C., Allday, G. James, M.B.E., Anderson, D. G. Abbot, Applebee, F. A., Andrews, C. R., Armstrong, A. C., Allen, A. J. Amos, H. H., Anthony, C., Adams, E. Sturgess, Aitken, F. A. S., Arondel, P.

Blake, W. T., Brown, E., Burgess, T. M., Barnard, V. G., Bell, J. Graham, Billing, J. G., Bowles, C. W., Brotherton, J. C., Brown, Kenneth, Bryan, G. H., Bennett, F. S., Bale, Frank H., Barrett, G., Bishop, B. E., Beechey Newman, T., Bentley, Lt.-Col. P. H., Bovill, B. F., Boyle, Walter, Bradley, W. D., Bradstock, Major G., Bray, Arthur, Burcher, Lt.-Col., Barker Bennett, A. C., Benbow Elliot, H., Bishop, A. S., Bishop, R. A., Bleaney, B. W., Bowers, W. H., Broderick, H. E., Bradshaw, E., Brew, L. M., Bartlett, Sir Charles J., Beecher, Frank.

Clark, Wm., Clark, E. S. T., Clarke, H. T., Creed, L. G., Chadwick, G. K., Collins, C. W. S., Craig, H. S., Curtis, A. E., Clutterbuck, S. J., Collier, R. H., Collins, John V., Constantine, W. W., Craddock, H. E., Craddock, H. W., Craig, G. McGregor, Cross, D. H., Currall, G. H., Calder, C. R., Cherrington, R. C., Clifford, L. F., Cutbush, G. H., Cridlan, H. A

Dent, John, Dove, L. F., Debnam, Harry, Dessar, George, Don, Kaye, Day, J., Duckitt, S., Durdin, A. Fraser, Davies, K. J. Johnson.

Elsey, D. E., Elborne, Lt.-Col. W. E. F., Easey, A. R. S.

Fairer, A. J., Fitz-Simon, V. P., Field, A. P., Firmin, A. G., Follett, C., Fox, H. A., Freeman, N. W. H., Frost, H. Harvey, Fothergill, Charles, Franklin, J. V.

Gibson, W. V., Gordon, H., Goring-Felton, K. E., Green, James, Gittins, A. T., Glicksten, S. G., Goscomb, C. K., Gower, L. G. F., Green, S. B., Gregg, A. S., Griffith, C. C., Gardner, V. G. E., Ginzler, H., Grimmer, A. E., Goddard, A. O., Grellier, S., Grose, F. J.

Hirst, Arthur, Holt, D., Houghton, Geoffrey, Hardinges, A. A., Hillier, Phillip E., Hardy, D. E., Hartrey, C. P., Hill, G. W., Hadden, L. P., Harris, L. W. (and S. E. Ellis), Henly, H. G., Hepworth, E., Hodgkins, G. A., Hopkins, P., Hayter, E., Hensley, F. J.

Ibison, B.

Jarvis, E. H., Johnson, W. H., James, R., de Jonquet, A. F., Johnson, Harold, Jones, E. Duniam, Jones, E., Johnstone, H. T.

Kay, C., Kevill-Davies, H. S., Kidner, P. C., King, H. Stanley, King, C. F. Lawrence, Keep, T. B., Kenning, Sir George, Kitson, L. C., Kitchen, R. T.

Lanchester, F., Lee, A. W., Lane, Charles, Lemon, P. H., Lawrence, A. E., Limb A., Leathwood, S. G., Lown, F. W., Langrish-Smith, Major W. E., Letts, Sir William, Lambert, H., Laker, T., Lamb, D. C., Laskey,

morning, and his car was waiting to take him back immediately afterwards.

In the chair was **G. James Allday, M.B.E.**, who has been re-elected President of the F.M.I. for another year of office.

Proposing the Fellowship, **Leonard P. Lord** said that it was regrettable to think that a fellowship such as this could never occur again. Under present political conditions no one was allowed to start a new business. Something was being lost in these days: when the motor industry was started, you knew everyone, and everyone knew you. We must do our best to encourage the younger men: "Like us when we were their age, they are ready to push the world over." Never was there more need than now for clear thinking and good fellowship.

850 members

Responding, **Jim Allday** described the Fellowship as unique, for there was nothing quite parallel to it in the world. The membership was now about 850 strong. He paid warm tributes to **George Williams** (Hon. Secretary) and **A. S. Hardinges** (Hon. Treasurer) for their selfless work on its behalf.

"Our Industry" was proposed by **Claude Wallis, O.B.E.** Referring to the obstruction met by the motor industry, he said that it had suffered under every kind of Parliament, yet it had saved the country in the war and was now easily the greatest dollar-earner amongst British industries.

The reply was by **K. C. Johnson-Davies, T.D.**, who called the Fellowship "a club of clubbable people" — whose only remaining need was a club tie.

Between the arranged speeches, **George Williams** asked members to let him know if they came across any of their fellows who were ill or lonely, so that the Fellowship could see that they were visited. Telegrams were being sent from that meeting to several invalids, wishing them a speedy recovery.

TICKET APPLICANTS (*Ctd.*)

A. W., Lewis, S. W., Lindsay, A. E., Lord, Leonard P., Lucas, H. P.

Mabey, Charles T., McGillivray, J. A., Muir, E. Campbell, Myers, E. S., Matthews, F. C., Mulcaster, T. R., Mallett, W., Macintosh, A. B., Martin, Noel, Massingham, G., Masterton, J., Mitchell, F., Mitchell, T. N., Montgomery, C., Mackay, A. S., Markham, P. F., Marshall, S. Gordon, Mayall, E., Martin, Noel, McLagan, D. C., Masters, J. A., Moubray, R.

Nichols, C., Norton, E. D., Norton, Tom, Newman, George, Nicholls, W. E., Neale, A. E., Neithercott, A. H. S., Newton-Jones, A. G.

Olorenshaw, F. H., Oates, W., Oxon, S., Oliver, R. C., Organ, A. F.

Pacy, D. A., Phillips, A. F. Palmer, Panzetta, H., Panzetta, G. E. M., Papelian, R. M., Parsons, Harry J. P., Peall, G. F., Peto, C. A. F., Porter, H., Price, H. Evan, Pacy, S. Arrol, Pearson, W. J., Phillips, J. C. J., Pemberton, A., Perkins, W. J.

Reynolds, J., Richardson, Percy, Robertson, W. S., Rossington, H., Reece, S. B., Rickards, Harry V., Ross, T. A., Ray, E. P., Rayment, A. J., Rogers, W., Rowland-Rouse, J., Roy, Basil, Ratcliffe, T., Roesch, G., Ruffle, E. C., Ruggins, W. Gordon, Rudd, A. E. W., Rogers, P. (of Australia).

Sangster, Tom, Sleigh, C. E. W., Smith, O. F., Strang, R. M., Seaborn, W. H., Smith, W. H., Strang, Hector, Scott, A., Stoddart, W. C., Shale, H., Sharp, Douglas, Sharp, J., Simpson, G. H., Smith, G. Geoffrey, Smith, H., Sparks, J. Austin, Spink, J. R., Starnes, E. R., Steele, A. G., Summerfield, Senator F. M., Swain, C. D., Scottorn, J. V., Sleigh, C. E. W., Stephens, R. J., Summerfield, M.

Tilling, R. M., Tolkien, S., Trier, V. A., Turner, T. G., Turner, W. F., Tatlow, John, Twigg, B. H., Turner, T. L., Tearne, Major C. E., Thompson, W.

Vandervell, C. A., Vandervell, K. A., Vandervell, Frank.

Wallis, Claude E., Weeks, G., White, G. L., Wild, R. J., Wren, E., Wait, G. H., Wingate-Saul, K. A., Wale, F., Waring, Frank, Wiltshire, W. C., Witt, K. A., Wright, H. Clayton, Wilson, A. J., Winn, Rowland, Williams, G. J., Wright, Fred.

Vehicles Beat Roads in U.S.A.

7½m. this year

THE U.S. motor industry are turning out new vehicles faster than the highway authorities can build new roads for them to run on.

Some 25,000 miles of new roads will be built in the United States in 1950.

The motor industry expect to turn out about 7,500,000 motor vehicles by the end of this year. Placed end to end, these vehicles would reach 25,000 miles. So by an amusing coincidence, the highway expansion programme will provide space to park this year's motor output — but not enough on which to drive it!

This year's production, says the Automobile Manufacturers' Association, will bring the number of motor vehicles on the U.S. roads to 48,484,000. Many road-building plans were based on expectations that so many vehicles would not be in use before about 1960.—B.U.P.

In every Exide Service Station

When you send a repair or service job to the Exide Service Agent in your area, you know how the job will be done. It will be done the right way—the factory way. Every man who handles it is factory-trained and kept right up to date in Exide factory technique. He's part of the biggest, most comprehensive Battery Service in the country. A service that, if you choose to make full use of it, can make *you* accepted by local motorists as 'By far the best man round here on battery jobs.'

Service Features

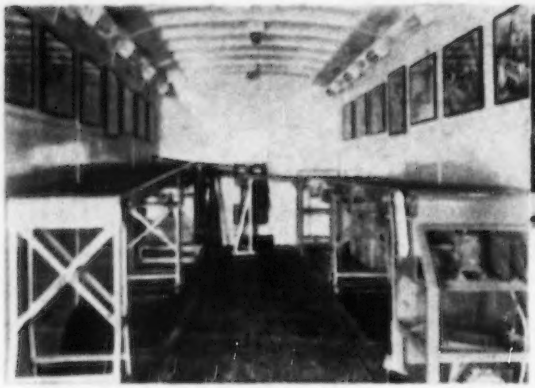
- ★ *Fast deliveries all over the area.*
- ★ *Comprehensive stocks.*
- ★ *Full repair facilities and equipment.*
- ★ *Factory-trained personnel.*
- ★ *Fixed charges for all jobs.*
- ★ *The fastest replatal service available to the trade.*
- ★ *Expert technical advice.*

One of a series of announcements detailing Exide Service features

Issued by CHLORIDE BATTERIES LIMITED

Exide Works, Clifton Junction, near Manchester

A Very Special Vehicle



Morris Commercial chassis

AN unusual vehicle was supplied recently by Campbell, Symonds and Co., Ltd., Wembley Park, to a firm of mechanical engineers.

Campbell, Symonds and Co. obtained a new P.V. Morris Commercial chassis and mounted a 2 kw. generator on special cross members just rear of the gearbox. After suitable modifications, a power take-off gear assembly was fitted to the gearbox. A special countershaft converted from a new Ford stub axle with its bearings was mounted on the top of the gearbox.

They machined three sheave pulleys, with suitable reductions, to transmit the drive from the p.t.o. via a countershaft to the generator, using two sets of three endless belts.

Specification for the body called for the operation of demonstration machinery to be driven by half h.p. motors, as these units are the standard fitment on the Motaveyor Conveyor System.

Interior lighting, also to be supplied by the generator, consists of 13 prismatic bulkhead fittings, with 240-volt 60-watt coiled coil B.C. lamps, with a small interior fitment for emergency use lighted by the vehicle battery.

Controls for operating the p.t.o. and other gear were designed and made wholly by Campbell, Symonds and Co.

The special body is very attractive, and is built to the maximum dimensions for this type of chassis, being attractively finished in maroon and eau-de-nil, with black cant panels and roof.

Claiming For Rates Relief

Unfair assessments

IT is now possible for rate-payers to apply for a reduction of any assessment which they consider unfair or onerous, **at any time, on any ordinary grounds**, and even though there has been no change in the property or the circumstances relating to it.

Further, should such an application succeed, any reduction that results will have effect from the commencement of the rate period in which the claim was made (or from the date of any change out of which it arose).

This is an important concession and a big advance on the centuries-old system whereby a claim for relief could only be made if other local property, similar to the applicant's, was assessed at a lower figure. A proposal made before the end of the rating period which is now current will therefore normally affect the whole of the current rate.

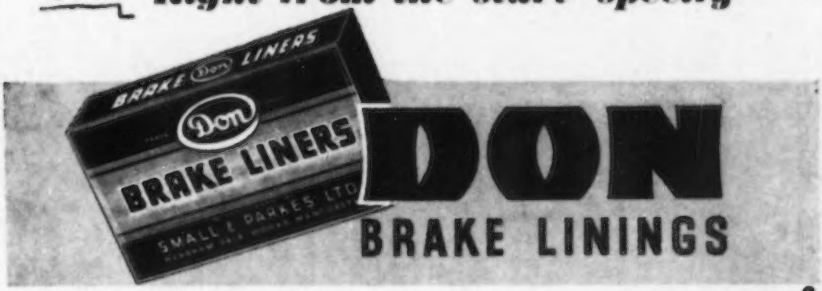
Claims must be lodged, in a prescribed form, with the local valuation officers who are now under the control of the Board of Inland Revenue. The present valuation lists will remain operative until April, 1952, and thereafter revaluation will take place quinquennially.—M. H.

IN THE CAUSE OF SAFETY.

service with a smile

We take pride in the service offered by each of the DON Depots. Facilities for the re-lining of brake shoes and clutch plates are available, together with full stocks of Don Brake Linings, Don-Flex Clutch Discs and other Small & Parkes products.

Right from the start—specify



DON
BRAKE LININGS

to stop!

SMALL & PARKES, LIMITED, MANCHESTER, 9.

LONDON: 18, HIGH STREET, WIMBLEDON, S.W.19. Also at Belfast, Birmingham, Blackburn, Cardiff, Carlisle, Chester, Coventry, Edinburgh, Exeter, Glasgow, Hull, Leeds, Leyton, Liverpool, Manchester, Newcastle-on-Tyne, Nottingham, Sheffield, Southampton, Stoke-on-Trent.

DB160

The Garage & Motor Agent

Used-Car Market Report

DIGEST of prices quoted in trade and private advertisements of used cars FOR SALE appearing in current issues of public motoring journals and representative national and provincial newspapers. In each case the figure given is the nearest "popular" average, i.e., the MAJORITY, NOT the arithmetical average.

Prices in right-hand column, in £'s.

C—Coupe.
F—4 or 5 seat Tourer.
L—Limousine.
T—2 or 3 seat Tourer.
S—Saloon.
U—Utility.

A.C.

34 S 16 h.p.	130
35 S 16 h.p.	300
36 C 16 h.p.	340
37 T 16-80	387
37 S 16 h.p.	375
37 F 16-80	425
38 T 16-80 h.p.	525
38 F 16-80	550
48 S 2-litre	1122
49 S 2-litre	1350
49 U 2-litre	850

ALFA-ROMEO

29 C 1½-litre	275
32 T 1½-litre	395
35 F 2.3-litre	575
35 T 2.3-litre	675
39 S 2.3-litre	1500

ALLARD

48 U 30 h.p.	700
48 C 30 h.p.	765
48 F 30 h.p.	750
48 T 30 h.p.	860
48 S 30 h.p.	895
49 T 30 h.p.	912
49 C 30 h.p.	1022
49 F 30 h.p.	1098
49 S 30 h.p.	1095
50 S 30 h.p.	1200

ALVIS

34 S 12 h.p.	150
34 C 12 h.p.	180
35 S 14 h.p.	295
36 S 14 h.p.	385
38 S 14 h.p.	580
39 C 14 h.p.	650
47 S 14 h.p.	1006
48 C 14 h.p.	1138
48 S 14 h.p	1125
49 S 14 h.p.	1200
49 C 14 h.p.	1350
36 S S. Eagle	395
37 S S. Crest	427
34 S Sp. 20 h.p.	275
34 F Sp. 20 h.p.	300
35 F Sp. 20 h.p.	325
35 S Sp. 20	342
36 S Sp. 20 h.p.	370
37 S Sp. 25 h.p.	395
37 T Sp. 25 h.p.	420
37 C Sp. 25 h.p.	465
38 F Sp. 25	575
38 S Sp. 25 h.p.	625
38 T Sp. 25 h.p.	675
37 S 3.4-litre	575
38 S 4.3-litre	595
38 C 4.3 litre	475
39 S 4.3-litre	795

ARMSTRONG SIDDELEY

35 C 12 h.p.	160
35 S 12 h.p.	200
36 S 14 h.p.	255
37 S 14 h.p.	310
38 S 14 h.p.	335
39 S 16 h.p	395
46 C Hurricane	757
46 S Lancaster	875
47 C Hurricane	950
47 S Typhoon	975
47 S Lancaster	1012
48 C Hurricane	920
48 S Typhoon	1172
48 S Lancaster	1120
49 S Lancaster	1312
49 S Typhoon	1295
49 C Hurricane	1375
35 S 17 h.p.	145
36 S 17 h.p.	250
36 C 17 h.p.	375
37 S 17 h.p.	545
38 S 17 h.p.	570
39 S 17 h.p.	645
39 L 17 h.p.	645
40 S 17 h.p.	675
40 L 17 h.p.	695
34 L 20 h.p.	225
34 S 20 h.p.	225
37 S 20 h.p.	450
37 S 25 h.p.	395
38 S 25 h.p.	550
38 L 25 h.p.	680
39 S 25 h.p.	750
39 L 25 h.p.	680
37 L 30	625
37 F 30	850

ASTON MARTIN

33 F 1½-litre	320
34 T 1½-litre	395
35 T 1½-litre	410
36 T 1½-litre	425
36 F 1½-litre	440
36 S 1½-litre	495
37 T 2-litre	500
38 S 2-litre	595
38 T 2-litre	595
38 C 2-litre	650
39 T 2-litre	750

AUBURN

37 C 30 h.p.	350

AUSTIN

34 S 7 h.p.	95
34 T 7 h.p.	157
35 T 7 h.p.	175
35 S 7 h.p.	181
36 S 7 h.p.	185
37 T 7 h.p.	185
37 S 7 h.p.	205
38 T 7 h.p.	220
38 S 7 h.p.	235
38 C 7 h.p.	235
39 S 7 h.p.	297
39 S 8 h.p.	375
40 S 8 h.p.	342
41 S 8 h.p.	368
42 S 8 h.p.	385
45 S 8 h.p.	360
46 F 8 h.p.	280
46 S 8 h.p.	505
47 S 8 h.p.	577
48 S 8 h.p.	595
34 S 10 h.p.	165
35 S 10 h.p.	205
36 T 10 h.p.	225
36 S 10 h.p.	240
37 S 10 h.p.	245
37 F 10 h.p.	350
38 S 10 h.p.	320
39 S 10 h.p.	422
39 C 10 h.p.	395
40 C 10 h.p.	395
40 S 10 h.p.	467
45 S 10 h.p.	500
46 S 10 h.p.	615
47 S 10 h.p.	695
48 S A.40	820
49 S A.40	893
34 S 12 h.p.	145
35 S 12 h.p.	200
36 S 12 h.p.	240
37 S 12 h.p.	330
38 S 12 h.p.	390
39 S 12 h.p.	410
40 S 12 h.p.	550
46 S 12 h.p.	765
47 S 12 h.p.	850
36 S 14 h.p.	275
39 S 14 h.p.	395
34 S 16 h.p.	150
35 S 16 h.p.	200
36 S 16 h.p.	295
37 S 16 h.p.	295
37 T 16 h.p.	225
38 S 16 h.p.	340
39 S 16 h.p.	410
46 S 16 h.p.	755
47 S 16 h.p.	875
48 S 16 h.p.	890
49 S 16 h.p.	998
49 S A.70	1225
49 S A.90	1350
35 S 18 h.p.	275
35 L 18 h.p.	345
36 S 18 h.p.	310
37 S 18 h.p.	522
38 L 18 h.p.	645
38 S 18 h.p.	729
39 S 18 h.p.	787
39 L 18 h.p.	850
35 S 20 h.p.	435
35 L 20 h.p.	435
36 S 20 h.p.	675
37 S 20 h.p.	975
38 L 20 h.p.	845
38 S 20 h.p.	1050
35 S 24 h.p.	360
36 S 24 h.p.	550
38 S 24 h.p.	785
48 S A.125	1650
49 S A.125	1750
49 S A.135	1900

BENTLEY

24 F 3-litre	165
25 T 3-litre	225
26 F 3-litre	298
28 F 3-litre	325
34 S 3½-litre	875
35 S 3½-litre	1225
35 C 3½-litre	1250
36 S 3½-litre	1185
37 S 3½-litre	1270
37 T 3½-litre	1385
37 C 3½-litre	1012
31 S 4-litre	250
36 S 4½-litre	1250
37 C 4½-litre	1480
37 S 4½-litre	1540
38 S 4½-litre	1875
38 F 4½-litre	1950
39 C 4½-litre	2250
39 F 4½-litre	2750
47 S 4½-litre	4475
49 S 4½-litre	4750
28 C 4½-litre	425
29 S 4½-litre	330
36 S 6½-litre	750

B.M.W.

37 S 45	225
38 S 321	525
38 C 329	675

BOND

49 T 2 h.p.	240

BRISTOL

46 S 400	1750
49 S 400	1825

BRITISH SALMSON

38 S 13 h.p.	375
38 S 14 h.p.	460

BROUGH SUPERIOR

37 C 22 h.p.	495
41 S 22 h.p.	595
36 C 29 h.p.	275
39 C 3½-litre	575

B.S.A.

34 C 9 h.p.	125
35 T 9 h.p.	150
36 T 9 h.p.	165
35 S 10 h.p.	120
36 F 10 h.p.	195
38 S 10 h.p.	195
38 F 10 h.p.	232
39 T 10 h.p.	321
35 S 12 h.p.	250

BUICK

35 S 28 h.p.	150
36 S 30 h.p.	280
37 S 30 h.p.	395
37 C 30 h.p.	425
38 C 30 h.p.	585
36 C 31 h.p.	300
37 S 31 h.p.	345
37 C 31 h.p.	450
38 S 31 h.p.	575
39 S 31 h.p.	600
36 S 38 h.p.	420
48 C 31 h.p.	2150
46 C Rdmstr	885
47 S Rdmstr	1095
48 S Rdmstr	2250
47 S 51	2850

CADILLAC

39 S V8	1175
47 S 61	2150

CHEVROLET

41 S 29 h.p.	625
37 S 30 h.p.	375
38 S 30 h.p.	465
39 C 30 h.p.	517
45 S 30 h.p.	895
47 S Fltmstr	1017
48 S 30 h.p.	1350

CHRYSLER

35 S 20 h.p.	175
39 S 20 h.p.	475
37 S 24 h.p.	296
38 S 24 h.p.	500
47 S 24 h.p.	1450
38 S 26 h.p.	395
39 S 27 h.p.	450

"The G. & M.A." Used-Car Market Report—(*continued*).

CITROEN

34 S 12 h.p.	265
37 S 12 h.p.	295
38 S 12 h.p.	375
38 T 12 h.p.	485
39 S 12 h.p.	395
37 S 15 h.p.	250
38 S 15 h.p.	400
39 S 15 h.p.	495
40 T 15 h.p.	535
45 S 15 h.p.	750
47 S 15 h.p.	825
48 S 15 h.p.	910
49 S 15 h.p.	1100
40 S 20 h.p.	675
49 S 23 h.p.	950

DAIMLER

34 C 15 h.p.	160
34 C 15 h.p.	200
35 S 15 h.p.	190
36 S 15 h.p.	215
37 S 15 h.p.	245
38 S 15 h.p.	375
35 S 2½-litre	695
39 S 2½-litre	800
46 S 2½-litre	1095
48 C 2½-litre	1150
47 S 2½-litre	1375
48 S 2½-litre	1475
48 C 2½-litre	1495
49 C 2½-litre	1825
49 S 2½-litre	1795
36 S 20 h.p.	467
38 S 20 h.p.	675
39 S 20 h.p.	825
41 S 20 h.p.	850
30 T 24 h.p.	250
37 L 24 h.p.	895
38 S 25 h.p.	950
38 C 26 h.p.	495
36 S 26 h.p.	595
47 S 27 h.p.	2550
37 S 3½-litre	775

DELAGE

39 S D6-75	775
35 C D6-85	325

DELAHAYE

38 C 3½-litre	730
38 S 135m.	775
38 F 135m.	865
40 C 24 h.p.	800

D.K.W.

34 S 7 h.p.	165
38 S 7 h.p.	195
38 S 8 h.p.	225

DODGE

38 S 26 h.p.	500
42 S 26 h.p.	525

FIAT

36 T 500	325
37 C 500	200
37 S 500	205
38 S 500	237
38 C 500	250
39 S 500	307
39 C 500	310
36 T 1100	265
38 S 1100	355
39 S 1100	425
40 C 1100	375
48 S 1100	650
37 S 1500	299
40 C 1500	595

FORD

34 S 8 h.p.	160
35 S 8 h.p.	190
36 S 8 h.p.	210
37 S 8 h.p.	247
38 S 8 h.p.	275
39 S 8 h.p.	295
40 S 8 h.p.	345
46 S Anglia	445
47 S Anglia	475
48 S Anglia	515
49 S Anglia	610
36 S 10 h.p.	165
37 S 10 h.p.	259
38 S 10 h.p.	310
38 T 10 h.p.	275
39 S Prefect	380
39 F Prefect	410
39 C Prefect	422
40 S Prefect	398
41 S Prefect	425
46 S Prefect	550
47 S Prefect	556
48 S Prefect	650
49 S Prefect	775
36 S 22 h.p.	265
37 S 22 h.p.	300
39 S 22 h.p.	357
36 C 30 h.p.	265
37 U 30 h.p.	360
38 S 30 h.p.	425
47 S Pilot	895
48 S Pilot	972
49 S Pilot	1050

FRAZER NASH

32 T 1½-litre	225
34 T 1½-litre	295
35 T 1½-litre	350

FRAZER NASH-B.M.W.

35 T 35	300
35 C 45	325
35 F 45	325
36 C 55	450
36 T 55	395
37 S 45	350
37 C 45	375
38 C 45	385
36 T 55	395
37 C 55	400
38 S 321	525
38 T 328	745
39 F 326	750

GRAHAM

38 S 26 h.p.	190
39 S 26 h.p.	525

HEALEY

47 T 2.4-litre	850
47 S 2.4-litre	845
48 T 2.4-litre	910
48 S 2.4-litre	975
48 C 2.4-litre	1095
49 T 2.4-litre	1225

HILLMAN

34 S 10 h.p.	147
35 S 10 h.p.	163
36 S 10 h.p.	185
37 S 10 h.p.	275
37 C 10 h.p.	311
38 S 10 h.p.	312
38 C 10 h.p.	372
39 S 10 h.p.	380
39 C 10 h.p.	375
40 C 10 h.p.	422
42 S 10 h.p.	480
45 S 10 h.p.	515
46 S 10 h.p.	610
46 C 10 h.p.	600
47 C 10 h.p.	635
47 S 10 h.p.	672
48 C 10 h.p.	752
48 S 10 h.p.	760
49 C 10 h.p.	795
49 S 10 h.p.	915
35 S 14 h.p.	295
39 S 14 h.p.	395
38 L 20 h.p.	545
36 L 21 h.p.	295

H.R.G.

47 T 1½-litre	722
48 T 1½-litre	820
49 T 1½-litre	860

HISPANO-SUIZA

37 C 37 h.p.	750

HUDSON

37 C 16 h.p.	255
37 S 17 h.p.	299
38 S 17 h.p.	375
38 C 17 h.p.	395
39 C 17 h.p.	485
39 S 17 h.p.	492
40 S 17 h.p.	525
35 C 22 h.p.	185
37 S 22 h.p.	267
38 S 22 h.p.	475
39 S 22 h.p.	575
35 C 29 h.p.	200

HUMBER

37 S 12 h.p.	265
46 S Hawk	875
47 S Hawk	960
48 S Hawk	1095
49 S Hawk	1380
34 S 16 h.p.	200
35 S 16 h.p.	419
37 S 18 h.p.	575
46 S 18 h.p.	885
48 S 18 h.p.	1075
38 S 21 h.p.	425
35 F Snipe	290
46 S Snipe	1185
48 S Imperial	550
39 S S.Snipe	495
46 S S.Snipe	795
47 S S.Snipe	900
48 S S.Snipe	1175
49 S S.Snipe	1550
32 L Pullman	165
37 L Pullman	675
47 L Pullman	1095
49 L Pullman	1645
49 S Pullman	1845

JAGUAR

35 S 12 h.p.	159
37 S 1½-litre	345
38 S 1½-litre	425
39 F 1½-litre	535
39 C 1½-litre	492
39 S 1½-litre	585
40 S 1½-litre	585
46 S 1½-litre	845
47 S 1½-litre	975
48 S 1½-litre	1044
49 S 1½-litre	1350
35 S 2½-litre	299
36 S 2½-litre	347
37 S 2½-litre	398
37 T 2½-litre	458
38 S 2½-litre	485
39 S 2½-litre	542
39 C 2½-litre	545
46 S 2½-litre	950
47 S 2½-litre	1075
48 S 2½-litre	1175
48 S Mark V	1700
38 S 3½-litre	575
39 C 3½-litre	495
39 S 3½-litre	550
39 T 3½/100	572
40 S 3½-litre	595
46 S 3½-litre	845
47 S 3½-litre	1030
46 C 3½-litre	1250
48 S 3½-litre	1300
49 S 3½-litre	1795

JEEP

47 Jeep	175

JOWETT

35 S 8 h.p.	155
38 S 8 h.p.	300
39 S 8 h.p.	345
36 S 10 h.p.	210
38 S 10 h.p.	335

JOWETT JAVELIN

48 S 1½-litre	950
49 S 1½-litre	985

LAGONDA

34 C 10 h.p.	180
35 C 10 h.p.	245
29 S 2-litre	120
32 F 2-litre	325
34 T 16-18 h.p.	385
31 T 3-litre	225
33 S 3-litre	350
34 S 4½-litre	335
34 C 4½-litre	395
35 S 4½-litre	495
37 C 4½-litre	550
37 S 4½-litre	750
38 S V12	850
39 S V12	1295

LANCHESTER

34 S 10 h.p.	195
47 S 10 h.p.	895
36 S 11 h.p.	250
37 S 11 h.p.	345
38 S 11 h.p.	450
36 S 12 h.p.	325
37 S 14 h.p.	347
38 S 14 h.p.	375
34 S 14 h.p.	425
35 S 18 h.p.	500
39 S 18 h.p.	795
36 S 20 h.p.	250

LANCIA

35 S Augusta	325
36 S Augusta	425
37 S Aprilia	365
38 S Aprilia	675
39 S Astura	1050

LEA-FRANCIS

46 S 14 h.p.	700
47 S 14 h.p.	840
48 S 14 h.p.	998
48 T 14 h.p.	900
49 S 14 h.p.	1237
49 S 2½-litre	1650

LINCOLN

41 S Zephyr	500
46 S 40	1750

LLOYD

49 T 650	395
49 T 650	450

MERCEDES-BENZ

38 T 14 h.p.	495
39 T 14 h.p.	675
38 S 20 h.p.	495
39 C 38 h.p.	1275

MORGAN

37 T 4/3	275
38 T 4/4	325
39 T 4/4	375
48 C 4/4	600
49 T 4/4	695

M.G.

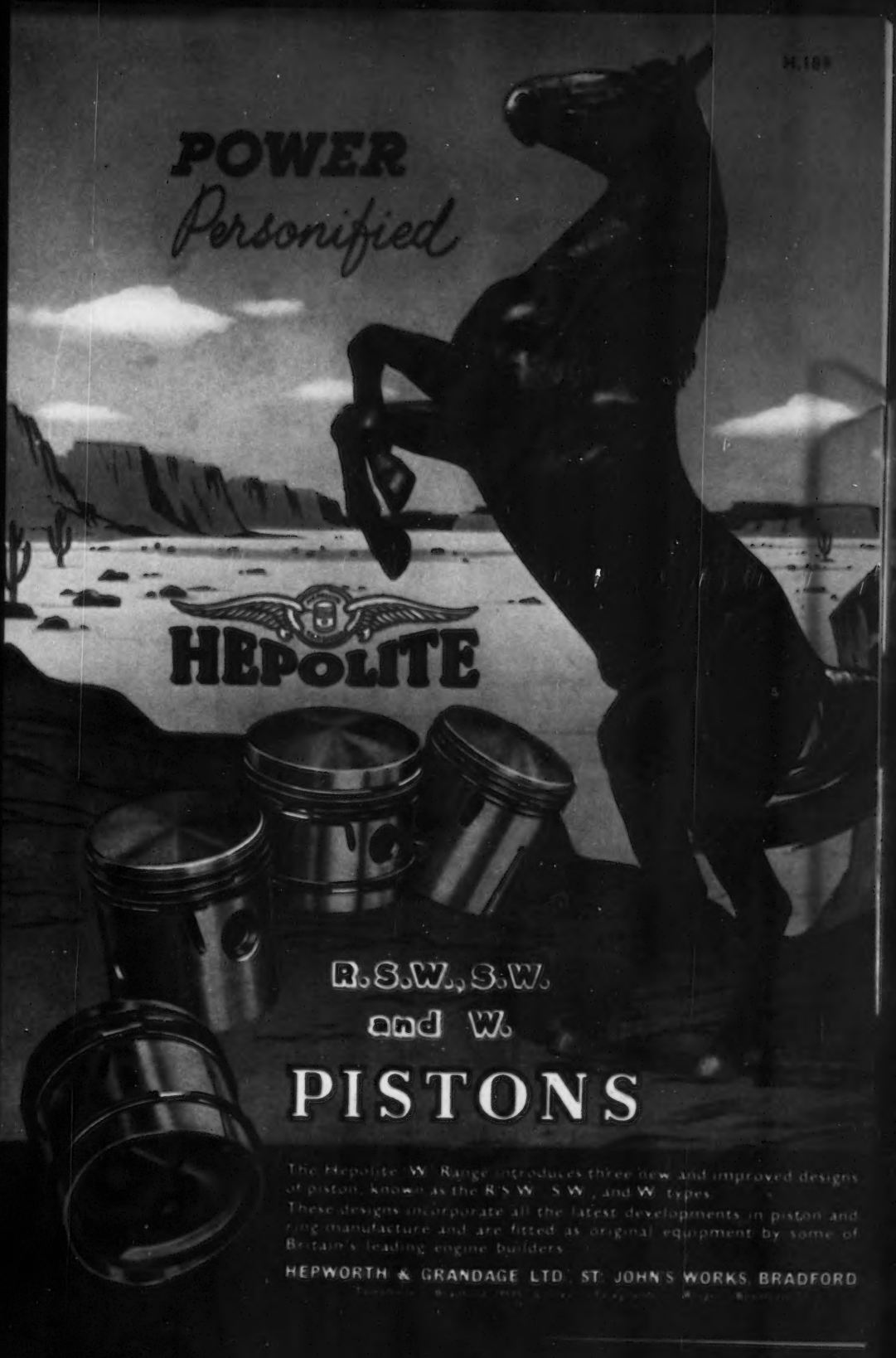
33 T Midget J	175
34 T Midget J2	195
34 T Midget J4	375
35 T Midget P	250
36 T Midget P	290
36 C Midget PB	375
36 T Midget PB	290
37 T Midget TA	365
38 T Midget TA	385
39 T Midget TA	420
40 T Midget TB	400
46 T Midget TC	507
47 T Midget TC	555
48 T Midget TC	647
49 T Midget TC	700
47 S 1½-litre	775
48 S 1½-litre	995
49 S 1½-litre	1150
35 S Magnette	255
35 T Magnette	235
35 T Mag'te ND	245
35 F Magnette	195
36 F M'gn'tte N	260
38 F 1½-litre	375
38 C 1½-litre	400
38 S 1½-litre	325
39 S 1½-litre	495
39 F 1½-litre	475
40 S 1½-litre	400
40 F 1½-litre	450
37 S 2-litre	360
38 C 2-litre	425
34 S 2-litre	430
39 S 2-litre	450
39 C 2-litre	525
39 S 2.6-litre	575
39 C 2.6-litre	612

MORRIS

34 C 8 h.p.	165
34 T 8 h.p.	125
34 S 8 h.p.	110
35 S 8 h.p.	185
35 T 8 h.p.	195
36 F 8 h.p.	195
36 T 8 h.p.	175
36 S 8 h.p.	218
37 T 8 h.p.	215
37 S 8 h.p.	195
38 T 8 h.p.	267
38 F 8 h.p.	272
38 S 8 h.p.	285
39 S 8 h.p.	345
39 T 8 h.p.	385
40 S 8 h.p.	405
46 S 8 h.p.	495
47 S 8 h.p.	572
48 S 8 h.p.	650
49 S Minor	787
34 S 10 h.p.	135
34 T 10 h.p.	150
35 S 10 h.p.	169
36 S 10 h.p.	227
37 S 10 h.p.	270
38 S 10 h.p.	362
39 S 10 h.p.	412
40 S 10 h.p.	425
46 S 10 h.p.	565
47 S 10 h.p.	662

"The G. & M.A." Used-Car Market Report—(*continued*).

48 S 10 h.p.	825
35 S 14 h.p.	115
35 F 12 h.p.	180
36 S 12 h.p.	190
36 G 12 h.p.	165
37 S 12 h.p.	320
38 S 12 h.p.	370
39 S 12 h.p.	382
37 S 14 h.p.	265
38 S 14 h.p.	305
39 S 14 h.p.	372
48 S Oxford	700
49 S Oxford	1010
36 S 18 h.p.	200
37 S 18 h.p.	235
48 S 6/6	1195
48 S 25 h.p.	265
NASH	
46 S 23 h.p.	1275
47 C Amb'ssador	375
OLDSMOBILE	
36 S 6-cyl.	425
47 S 6-cyl.	1570
OPEL	
37 S 12 h.p.	195
38 S 12 h.p.	265
37 S 17 h.p.	120
37 G 24 h.p.	190
PACKARD	
36 C 26 h.p.	250
36 S 27 h.p.	275
38 S 30 h.p.	575
39 S 30 h.p.	685
46 S 33 h.p.	400
37 S 33 h.p.	425
38 C 33 h.p.	550
38 S 33 h.p.	525
37 S 44 h.p.	700
47 S Clipper	1600
48 S Clipper	1500
PEUGEOT	
46 S 402B	440
46 S 17 h.p.	425
PONTIAC	
47 S 28 h.p.	575
37 G 29 h.p.	280
RAILTON	
39 S 22 h.p.	595
36 T 28 h.p.	190
36 S 28 h.p.	225
37 S 28 h.p.	475
38 F 28 h.p.	550
RENAULT	
49 S 8 h.p.	645
39 S 9 h.p.	305
37 S 12 h.p.	285
38 S 12 h.p.	310
39 S 12 h.p.	350
40 S 12 h.p.	365
35 S 14 h.p.	113
36 C 18 h.p.	200
37 S 18 h.p.	290
38 C 18 h.p.	265
39 S 18 h.p.	295
39 S 26 h.p.	395
RILEY	
34 S 9 h.p.	185
34 T 9 h.p.	195
35 F 9 h.p.	205
36 S 9 h.p.	215
37 S 9 h.p.	235
34 S 12 h.p.	225
35 S 12 h.p.	257
36 S 12 h.p.	310
37 S 12 h.p.	355
38 S 12 h.p.	395
38 T 12 h.p.	485
39 F 12 h.p.	520
39 S 12 h.p.	545
40 S 12 h.p.	555
40 C 12 h.p.	575
46 S 1½-litre	900
47 S 1½-litre	960
48 S 1½-litre	1075
48 C 1½-litre	1075
49 S 1½-litre	1275
34 S 14-6	190
35 S 14 h.p.	260
38 S 16 h.p.	525
46 S 2½-litre	925
47 S 2½-litre	1100
48 S 2½-litre	1395
49 S 2½-litre	1505
ROLLS-ROYCE	
24 G 20	165
25 C 20	190
26 S 20	200
27 L 20	475
28 L 20	340
28 S 20	425
33 S 20/25	995
34 F 20/25	1375
34 S 20/25	695
35 S 20/25	975
35 L 20/25	990
36 S 25/30	1550
37 S 25/30	1775
37 L 25/30	1750
38 S 25/30	1800
39 L Wraith	2090
39 S Wraith	2850
48 S S.Wraith	4250
49 S S.Wraith	4350
29 L Ph. I	340
31 S Ph. II	475
33 S Ph. II	750
34 S Ph. II	875
34 C Ph. II	625
35 L Ph. II	1170
37 S Ph. III	1800
37 L Ph. III	1150
38 S Ph. III	2150
38 L Ph. III	2450
ROVER	
34 S 10 h.p.	198
35 F 10 h.p.	195
35 S 10 h.p.	270
36 S 10 h.p.	290
37 S 10 h.p.	325
38 S 10 h.p.	422
39 S 10 h.p.	565
46 S 10 h.p.	585
46 S 10 h.p.	872
47 S 10 h.p.	965
34 S 12 h.p.	185
35 S 12 h.p.	245
36 S 12 h.p.	295
37 S 12 h.p.	345
38 S 12 h.p.	525
39 S 12 h.p.	565
40 S 12 h.p.	630
46 S 12 h.p.	910
47 S 12 h.p.	995
47 F 12 h.p.	1095
48 S 12 h.p.	1095
48 S 60	1375
49 S 60	1412
34 S 14 h.p.	185
35 S 14 h.p.	290
36 S 14 h.p.	295
37 S 14 h.p.	395
38 S 14 h.p.	497
39 S 14 h.p.	575
39 C 14 h.p.	595
46 S 14 h.p.	890
47 S 14 h.p.	1075
37 S 16 h.p.	325
38 S 16 h.p.	525
39 S 16 h.p.	672
39 F 16 h.p.	535
39 C 16 h.p.	695
40 S 16 h.p.	725
46 S 16 h.p.	1065
47 S 16 h.p.	1085
48 S 16 h.p.	1350
48 S 75	1475
49 S 75	1550
34 S 20 h.p.	175
38 S 20 h.p.	525
39 S 20 h.p.	775
S.S.	
36 S 12	150
SINGER	
34 T 9 h.p.	225
35 S 9 h.p.	140
35 F 9 h.p.	165
35 T 9 h.p.	255
36 S 9 h.p.	170
36 T 9 h.p.	295
37 S 9 h.p.	275
39 S 9 h.p.	295
39 F 9 h.p.	335
46 F 9 h.p.	475
47 F 9 h.p.	560
48 F 9 h.p.	650
38 S 10 h.p.	360
39 S 10 h.p.	435
46 S 10 h.p.	495
47 S 10 h.p.	595
48 S 10 h.p.	725
37 S 12 h.p.	175
48 S 12 h.p.	696
34 T 1½-litre	225
36 T 1½-litre	310
49 S 1500	995
STANDARD	
39 C 8 h.p.	310
39 S 8 h.p.	295
39 T 8 h.p.	300
40 T 8 h.p.	280
47 F 8 h.p.	355
45 S 8 h.p.	725
46 C 8 h.p.	475
46 T 8 h.p.	395
46 S 8 h.p.	417
47 C 8 h.p.	545
47 S 8 h.p.	560
48 T 8 h.p.	470
48 C 8 h.p.	512
48 S 8 h.p.	530
34 S 9 h.p.	125
35 S 9 h.p.	152
36 S 9 h.p.	197
37 S 9 h.p.	255
38 S 9 h.p.	290
39 S 9 h.p.	325
40 S 9 h.p.	365
34 S 10 h.p.	110
36 S 10 h.p.	235
37 S 10 h.p.	270
38 S 10 h.p.	283
39 S 10 h.p.	343
34 T 12 h.p.	205
35 S 12 h.p.	245
36 S 12 h.p.	215
36 C 12 h.p.	255
37 S 12 h.p.	275
38 S 12 h.p.	297
39 S 12 h.p.	425
39 C 12 h.p.	461
46 S 12 h.p.	695
47 C 12 h.p.	650
47 S 12 h.p.	740
48 S 12 h.p.	790
48 C 12 h.p.	825
37 S 14 h.p.	255
38 S 14 h.p.	267
38 C 14 h.p.	395
39 S 14 h.p.	397
46 S 14 h.p.	625
47 S 14 h.p.	760
47 C 14 h.p.	707
48 S 14 h.p.	825
49 S 14 h.p.	725
36 S 16 h.p.	320
49 S Vanguard	1060
37 S 20 h.p.	120
38 S 20 h.p.	210
STUDEBAKER	
48 S 20 h.p.	1800
41 S 22 h.p.	650
47 S 22 h.p.	1295
36 S 25 h.p.	140
36 S 26 h.p.	257
37 F 26 h.p.	325
38 S 26 h.p.	395
41 S 26 h.p.	617
37 S 30 h.p.	120
47 S C'mander	1500
SUNBEAM-TALBOT	
38 S 10 h.p.	375
39 F 10 h.p.	425
39 C 10 h.p.	435
39 S 10 h.p.	547
40 T 10 h.p.	500
40 S 10 h.p.	595
46 S 10 h.p.	667
47 T 10 h.p.	686
47 S 10 h.p.	825
46 S 10 h.p.	850
49 S 80	1200
40 S 2-litre	545
47 S 2-litre	890
47 T 2-litre	925
48 S 2-litre	975
49 S 90	1327
40 S 4-litre	625
TALBOT	
36 S 10 h.p.	295
37 C 10 h.p.	289
37 S 10 h.p.	325
38 S 10 h.p.	425
36 C 14 h.p.	175
35 S 75	235
36 S 21 h.p.	325
36 S 105	595
36 T 110	715
38 S 3-litre	365
37 S 3½-litre	400
TRIUMPH	
36 S 10.8 h.p.	245
35 S 12 h.p.	255
37 S 12 h.p.	285
38 S 1½-litre	365
39 S 1½-litre	425
37 S 14/60	310
38 S 14/60	395
39 S 14 h.p.	450
39 C 14 h.p.	495
46 S 1800	795
47 S 1800	900
47 T Roadster	785
48 S 1800	1125
48 T Roadster	885
36 S 16 h.p.	215
37 S 16 h.p.	275
38 S 16 h.p.	365
39 S 16 h.p.	525
49 S Renown	1255
49 T 2000	995
VAUXHALL	
38 S 10 h.p.	347
39 S 10 h.p.	395
39 C 10 h.p.	395
40 S 10 h.p.	412
46 S 10 h.p.	595
47 S 10 h.p.	645
34 S 12 h.p.	165
39 S 12 h.p.	435
46 S 12 h.p.	600
47 S 12 h.p.	675
48 S 12 h.p.	750
48 S Wyvern	850
49 S Wyvern	925
34 S 14 h.p.	145
35 C 14 h.p.	185
35 S 14 h.p.	195
36 C 14 h.p.	250
37 S 14 h.p.	285
38 S 14 h.p.	370
39 S 14 h.p.	467
45 S 14 h.p.	725
47 S 14 h.p.	800
48 S 14 h.p.	845
48 S Velox	895
49 S Velox	960
35 S 20 h.p.	145
36 S 25 h.p.	230
37 S 25 h.p.	390
34 L 25 h.p.	345
38 S 25 h.p.	375
39 S 25 h.p.	425
VOLKSWAGEN	
47 S 11 h.p.	345
WOLSELEY	
47 S 8 h.p.	610
48 S 8 h.p.	680
35 S 9 h.p.	175
37 S 10 h.p.	340
39 S 10 h.p.	425
40 S 10 h.p.	440
47 S 10 h.p.	610
48 S 10 h.p.	765
35 S 12 h.p.	195
36 S 12 h.p.	275
37 S 12 h.p.	322
38 S 12 h.p.	375
39 S 12 h.p.	430
40 S 12 h.p.	460
46 S 12 h.p.	730
47 S 12 h.p.	775
34 S 14 h.p.	272
37 S 14 h.p.	310
38 S 14 h.p.	345
39 S 14 h.p.	495
39 C 14 h.p.	496
46 S 14 h.p.	758
47 S 14 h.p.	817
46 S 14 h.p.	825
37 S 16 h.p.	400
39 S 16 h.p.	565
49 S 4/50	1156
37 S 18 h.p.	402
38 S 18 h.p.	572
39 S 18 h.p.	522
46 S 18 h.p.	772
47 S 18 h.p.	895
48 S 18 h.p.	975
49 S 6/80	1282
38 S 21 h.p.	450
36 S 25 h.p.	340
37 S 25 h.p.	425
38 S 25 h.p.	475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STRICTLY ENTRE NOUS

by LFJ

First impressions

A GOOD start makes a power of difference. Those who went to the Motor Show nice and early on the opening day found quite a crowd waiting to get in. Even before half-past nine, the Press photographers had decided that it was worth pictures. That was promising—and regular show-goers could sense, too, a difference about Earls Court, both outside and in. There was more colour, and the building had lost most of the bleak and rather untidy bareness of former years. All praise to the management for brightening the exhibition! And the public's support of the affair was really remarkable. The nation is considerably motor-minded, even if its Administration is not. That, to begin with, was what the 1950 Show showed.

Scent of sport

THE stock comment on the Show, duly trotted out by most of the writers, was that its accent was on export. To vary that a trifle, somebody might have remarked that it was the sports cars that had most of the limelight. It would have been just as true, assuming the term to include all high-performance vehicles and not only the open-body jobs. In this class, Britain seems able to turn out an automobile that is better as well as faster than most.

Lines and looks

OF the American cars, someone remarked that their makers have achieved the impossible — by turning out even greater monstrosities than ever. Transatlantic styling has completely gone to seed, with the result that the typical U.S. product carries far too much useless weight. In that respect, it is not efficient, though we must not forget that in others it is commonly in advance of British practice. But in looks we can still lead, if we keep our tradition. One was glad that Princess Margaret made the point in her opening speech. Rumour has it, too, the experiences of some of our manufacturers have led them to the same conclusions as were drawn in last week's "Terse Talk."

What was to seek

THE Show has had almost everything—but not quite everything. No British manufacturer brought a minicar to Earls Court, or anything even remotely like one. Nor has there been any of the newer productions from the Continent. Many of us would liked to have seen the little 2 c.v. Citroen in the exhibition. Of course, it would have been of strictly academic interest only, but as an object lesson it could have had a high value. Those I know who have both driven this vehicle and gone over the design thoroughly, are all very much impressed. It represents the latest advance in a development that is very much coming. This is something that the British motor industry cannot afford to ignore for much longer. Undoubtedly it can be argued that our factories can easily sell far more current designs than they are able to produce. Further, they want to avoid the upsets that are necessarily involved in tooling-up to build new models of a drastically different kind. Superficially all that is true, but the matter has also to be considered as one of long-term policy. Present market conditions will not endure indefinitely. When changes come it will be just too bad if our makers are away behind their competitors in the economy car field. And the danger of that happening is a very real one.

The MOTOR TRADE PARLIAMENT

In which Readers Express their Views

Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62, Doughty Street, London, W.C.1.

Show Stand Duty

Sir,—I would be grateful for the space to reply to Mr. "L.A.P.," the gentleman, who—although he does not appear to have tried it—thinks Earls Court is easy.

I have the honour to represent a reputable firm of garage equipment manufacturers in the North West, and "L.A.P.'s" estimate of "telling the tale from 9 to 6 and then two hours writing reports" is conservative.

Also, he forgets Sundays and the many functions one attends to be amongst one's trade friends and customers. One has, too, to keep informed of one's competitive friends' products and study trade developments.

In short, Earls Court—from the point of view of actual hours worked—is easy.

The difficulties at the Show are these:—

(1) *The atmosphere.* No daylight, little fresh air. Opportunities for food (?) small; indeed, if one does not know reliable outside sources of food supplies the chances of stomach trouble are very good.

(2) *Strain.* A continuous stream of interviews, probably overlapping, on all sorts of subjects, some concerning the matter on display, some abstract, but all very necessary and of use to the visiting customer. It just has to be done. We do not complain on that score.

(3) *The "mickey-takers."* Perhaps least said soonest mended. Anyone with stand experience will be fully aware of the many (too many) who, although not in a buying position, will insist on waxing argumentative after a few beers.

I could go on . . . .

I could even invite Mr. "L.A.P." to come to our stand and try it. But unless he were actually involved, *mentally* and *physically*, in the pressure of work it would merely be a test of physical stamina.

But even at that I'll bet he'd be tired.

However, Mr. "L.A.P.," if you would like to try it, just for experience, any exhibitor would no doubt allow you room on his stand for a day. If you do try it, please let the hon. Members of this House know your conclusions.

Mr. Speaker, as I am well known in the trade and don't want to be accused of advertising, please be good enough to allow me to sign myself

HOT FEET.

[*The hon. Member has my permission to remove his shoes. There's not much time left for Mr. "L.A.P." to take up the challenge, but if he is the man I think he is, he'll probably do so next year.* — The Speaker.]

Show Stand Duty

Sir,—Like the Speaker, I wonder if Mr. "L.A.P." (October 14th issue) has ever done a spell of Show stand duty? And who would like to spend ten long days in a dance hall or pub, anyway?

Many of us have been mechanics and worked long hours. My own record is 99½ actual hours on time sheets for one 7-day week, somewhere around 1921. This time was spent in the usual garage manner, lorry driving, hire car work, collecting and delivering new vehicles and at the bench or in the pit between times!

I do not think that this was particularly good for one, physically, mentally or morally. One was very tired in those days, when the average garage working week seemed to be between 65 and 75 hours.

Nevertheless, it is extremely exhausting being mentally alert, talking, explaining, arguing, reasoning and (in these days) *placating* for 8 to 10 hours at a stretch on a stand. I find that Show stand work anywhere leaves one considerably more fatigued than a day's physical labour.

One must also bear in mind that many of the Show stand attendants have been at this kind of thing for a quarter of a century (with the wartime period excluded) and one does not get any younger. I think this experience of physical, mental and moral ex-

With an eye to the future

R.A.C. Veteran Car Run. November 19th

CLEVELAND SERVICE NOW
CLEVELAND PETROLS LATER

Stop Worrying !

RANGE OF MODELS OFFERED

THE BECKMETER PETROL PUMP

- M.C—Computor Head type
- M.D—20 gall. Clock type
- M.P—Preset
- M.X—Commercial—18/20 g.p.m.
- M.XQ—Commercial Quantity only Head. 18/20 g.p.m.

THE BECKMETER LUB. OIL DISPENSER

As supplied through all Major Oil Companies

We feel confident that those of you who visited the Beckmeter Stand at Earls Court have now no further doubts as to your choice of Fuel Dispensing Equipment. THE equipment for your station can be none other than the Beckmeter.

Manufactured by an all British Firm of Engineers with over 100 years experience, the Beckmeter Model M Petrol Pump and the Beckmeter Oil Unit are worthy examples of British workmanship at its best.

- **SMART IN APPEARANCE**
- **100% EFFICIENT IN OPERATION**
- **MINIMUM OF SERVICING PROBLEMS**
- **ABSOLUTE ACCURACY**

THE MODEL M
Beckmeter
PRODUCT OF 100 YEARS EXPERIENCE

DID YOU SEE The *Beckmeter* OIL UNIT

BECK & CO., LTD.,
LILIAN ROAD, STREATHAM VALE, LONDON, S.W.16
Phone: Pollards 5201 (5 lines).
Grams: Hydrant, Streath, London.

The MOTOR TRADE PARLIAMENT

Continued from page 368

haustion is common to the majority of attendants at shows, whether they be Motor Shows, Ideal Homes, B.I.F.s or whatnot.

It is hoped that Mr. "Jubal's" plea for a rota system and my own plea for less smoke and better ventilation will have the attention of exhibitors and the Earls Court authorities *next year* at the latest!

J. C. LITTERICK, F.I.M.I.

Evesham.

[Inquiries reveal that some firms had very good rota systems this year, with different salesmen on duty each day . . . But that atmosphere!—Phew!—The Speaker.]

W. J. Masser-Horniman

Sir,—Those of us who can remember the Mass car will learn with regret that its founder passed away a week or two ago. A splendid linguist, Horniman entered the motor trade in Bradford about 1900 and, later, single-handed developed the Mass car, which was of French origin.

He left the motor trade at the conclusion of the first world war, and retired to the South of France until the second world war.

A Yorkshireman, and an old-time radical, Horniman did not submit to injustices readily. His fighting temperament made him stand out in politics which, in those days, bristled with personalities.

COACHBUILDER.

[Mr. "Coachbuilder's" regret will be shared by everyone in this House, even by those who did not know Horniman, for the motor industry can ill-afford to lose anyone who refuses to submit to injustice.—The Speaker.]

Farm Tractor Beginnings

Sir,—May I offer my thanks to the hon. Members who have contributed so far to this discussion? Mr. Duffield made a good point in reminding us that the earliest tractors of all were steam-driven. But for the future I suggest that we had best confine ourselves to internal combustion engine propulsion. Otherwise the field will be really too wide for study in the space available.

What is already clear is that Dan Albone was the first successful maker of the modern type of tractor. Further information about his venture, and its later outcome, are badly needed. The Ivel story has been forgotten to an extent that is remarkable in view of its interest. I am also most anxious to learn more about the Saunderson, another pioneer effort from Bedfordshire, which was built at Elstow.

I have been told that an engine from an Ivel tractor is still in use in the Carlisle neighbourhood. Possibly some Cumberland reader may know about this.

TYKE.

[If anyone has anything more to tell us about Dan Albone we shall all be interested to listen, because he was obviously a man of character.—The Speaker.]

Out of the Past

35 YEARS AGO. "The G. and M.A." 30/10/15.

MESSRS. J. B. FERGUSON, LTD., of Belfast, are possibly the most famous firm of garage-owners and motor agents in Ireland. They have been in the business for fifteen years, and in that time they have had the opportunity of observing all the ills that motor flesh is heir to, and of discovering their causes. In the light of this knowledge, they have evolved a car of their own design which is of striking interest. The Fergus, as the car is called, has been designed for the benefit of the absolutely unmechanical man who drives his car himself. The main feature is its lubrication system, by means of which the oiling of such things as the spring leaves, steering and brake joints, etc., is performed automatically.

20 YEARS AGO. "The G. and M.A." 25/10/30.

IN their anxiety to put spare wheels out of sight and to provide family luggage accommodation in 1931 cars, body designers are forgetting that clumsiness is an unforgivable offence, wherever it is found. The present trend towards immense humps on the backs of cars is distinctly clumsy and will not, we believe, be tolerated indefinitely. The problem of stowing one or two spare wheels under cover is admittedly a teaser, but if it cannot be done save by converting cars into monstrosities, it were better to recognise the limitations. As to luggage room, the average present-day car owner only goes touring once or twice a year and does not require it.

Farm Tractor Beginnings

Sir,—The correspondence which has taken place in respect of pioneer tractors appears to have created a large amount of interest, and I thank "L.F.J." very much for the complimentary remarks about the writer under "Strictly Entre Nous" (October 14th issue). He has to a large extent hit the nail on the head.

I recently had correspondence with one

The MOTOR TRADE PARLIAMENT

Continued from page 369

of the biggest producers of motor machinery in the country and he told me that he introduced a feature that was obviously going to be a success. About nine-tenths of his dealers hesitated to sign a contract. These appear to be people with one-track minds, and the proportion I have mentioned is about right.

It is unfortunate that they are not adaptable and I presume that it is due to the fact that (1) they have not travelled abroad, and (2) that they have never trained their minds in the direction which might be described as "allied interests." In these uncertain days a versatile business is a much safer one than a single-rail "vehicle."

TOM NORTON.

Llandrindod Wells.

[*That our respected hon. Member for Llandrindod Wells practises what he so wisely preaches is obvious to anyone who has seen him at work in his "Palace." Enclosed with his letter were coloured leaflets describing the Bond Minicar, the Sprite Major caravan and the Cyclemaster power-assisted cycle wheel.*—THE SPEAKER.]

The Speaker's Qualifications

SIR,—My Research Department has been under full steam dealing with the Speaker's query (October 7th issue) as to whether he might rank under the heading "Christian Worker." On reflection the Department suggests that hon. Members would all agree that the Speaker of M.T.P. has always maintained a Christian outlook.

Widespread research has, however, failed to disclose the faintest shred of trustworthy evidence that he is a "worker" in the most imaginative sense of the word.

It would appear that any Speaker, whether journalistic, or even Parliamentary, would by reason of their training fit into the background of the Olds Hall perfectly. Part of the Hall rules for instance define that " . . . all need hours of rest during the day, so we observe quiet hours from 1 until 3 p.m."

As the rooms range from only ten dollars a month to 32 dollars for a suite of four and a bath including . . . "heat, light, water and complete furnishings, with maid service once a week" . . . . the price should about suit.

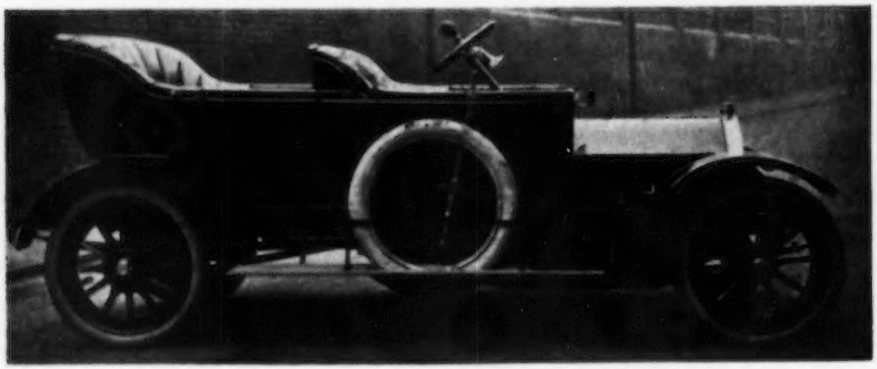
But would our Speaker know the uses of water after long spells of Evening Functions and Generous Wining in the interests of industry?

JHANSI.

[*Here, I say! What's this? Serjeant-at-Arms, have this dishon. Member thrown out! And after all my hard work keeping this seat polished!*—THE SPEAKER.]

Who Coined "Judder"?

SIR,—Several of your readers have questioned the term "Garagist." One reader signs himself as "Tractorist" and in your September 9th issue you mention an "Anti-

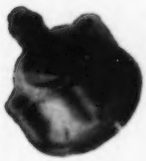


MEMORY TEST.—The make of this old beauty will probably be familiar to many readers. Answer on page 384 under "Rest of the News."

THIS FLOWS!

HOW ROTOFLO OPERATES

War-time research into the use of synthetic rubber showed that these materials, which resinted change during processing, would always flow under high pressure, and it was quickly realised that the ideal filling for Shock Absorbers had at last been found. Briefly each Rotoflo unit consists of a metal casing containing a rotor. The filling, which is forced into every part of the casing by pneumatic pressure, resists any movement of the rota via the damper arm and sets up an instantaneous and cushion-like damping action.

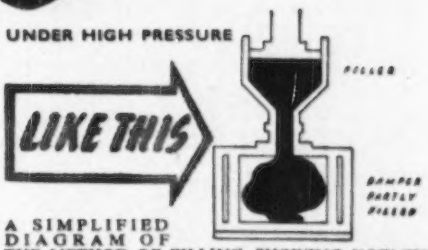


Model A.1 for cars up to 12 h.p. where 2½" bolt hole centres are required

Model G.1 for cars up to 12 h.p. where 3⅝" bolt hole centres are required.

Model A.2 for heavier cars and light commercial vehicles.

UNDER HIGH PRESSURE



A SIMPLIFIED DIAGRAM OF THE METHOD OF FILLING, SHOWING HOW THE MATERIAL ACTUALLY FLOWS UNDER PRESSURE

Once fitted and correctly adjusted, Rotoflo Pressure Flow Shock Absorbers need no attention whatever during their long, trouble-free life. Their "plastic-solid" filling makes topping up a thing of the past, eliminating the possibility of a driver forgetting to service the Shock Absorbers on his vehicle. The Pressure Flow Principle exclusive to Rotoflo gives constant cushion action, minimising wear of Springs, Shackles, King Pins, etc., so lengthening vehicle life. Rotoflo can be fitted to almost any vehicle through your local main Rotoflo Distributor. For name and address ask at our Stand, or write to the Makers at address below.

ELIMINATE SERVICING WITH...

ROTOFLO
pressure flow
SHOCK ABSORBERS

★ *See for Yourself How* **ROTOFLO** *Works on*

STAND 448 (Warwick Rd. Entrance—1st Floor) Motor Show, Oct. 18th-28th

Universal Dampers Ltd. - Shirley - Birmingham

The MOTOR TRADE PARLIAMENT

Continued from page 370

Judder Clutch." To me, "Judder" seems to be a very appropriate word, but I regret to say that I cannot find it in any good dictionary.

Perhaps you or some of your readers can enlighten me as to whether it can be found in any book of reference. Or is it a slang word?

Another loose term which I think I have seen in "The G. and M.A." during the last few months (also in various newspapers and periodicals) was "Free" petrol. I regret to state that we have not had any in the north and we certainly will not get any free from the people who (under pressure) took it off ration for us.

Incidentally, the various motoring organisations and the motor trade associations never applied much pressure for the end of rationing. And as always they have taken the increase of ninepence per gallon lying down. They never fight.

From time to time we have our attention drawn to the splendid job of work the B.M.T.A. are doing with regard to the Covenant. Surely it is a police job they are doing? I consider that their funds should be spent to improve the lot of the garagist.

If this Government would for three or six months allow the country to absorb all the production of the motor manufacturers there would not be any black market in cars. Nor would there be any Covenant wanglers.

T. METCALFE.

Darlington.

[*"Judder" certainly does not appear in any of our office dictionaries, but it is nevertheless a good onomatopoetic word for all that, which expresses just what occurs. Maybe it is American in origin. Does anyone know?. As to "free" petrol, I'll take it as a kindness if somebody will point out where "The G. and M.A." has been so damn silly as to misuse that word. I promise to kick ourselves hard if we have done so, and without first padding ourselves with a cushion.*—THE SPEAKER.]

CHASSIS ROCKERS, No. 38. By Betts

"Those hot spuds done yet, Fred?"

Drive in—drive out!

MORRIS-COMMERCIAL

service keeps your vehicles earning!

★ Factory re-conditioned Engines, Gear Boxes and Rear Axles.

★ Genuine Morris-Commercial Service Parts ready to fit.

★ Standard workshop time allowances for repair work.

★ Factory-trained Mechanics. Constant liaison between Manufacturer and User.

MORRIS-COMMERCIAL

MORRIS COMMERCIAL CARS LTD.,
ADDERLEY PARK, BIRMINGHAM, 8

Overseas Business: Nuffield Exports Ltd., Oxford and 41, Piccadilly, London, W.1.

83

N NUFFIELD PRODUCTS

COMMERCIAL VEHICLE & TRACTOR BUSINESS

By "Transit"

Red lights again

FOR those whose interests are concentrated on the c.v. side of the industry, the Motor Show period has been notable for certain political happenings. One, which occurred on the opening day of the exhibition, was the truly remarkable outburst in the House of Commons, when the work of the Transport Commi sion was under discussion.

The whole debate was worth studying, and, as usual, Capt. Peter Thorneycroft made a very useful contribution to it. But the real highspot was the vitriolic attack on the Transport Minister, made by a member of his own party, Mr. Cecil Poole, who sits for the Perry Barr division of Birmingham. Leaving nothing unsaid, he actually called upon Mr. Barnes to resign.

This Mr. Poole, a former railway worker, is one of the wilder Labour backwoodsmen. In effect, what he said was that the Minister is imperilling the success of transport nationalisation by not being sufficiently tough with C-licence operators. He demands further restrictions; to the point, one imagines, where all commercial users would be "integrated" with the State organisation.

This is a revealing example of the extreme Left point of view, particularly as to the violence with which it is held. There may be no novelty about the Poole policy, but what is both surprising and significant is that its advocate should have thus publicly lambasted the Minister.

That was going unusually far, and the incident clearly shows what may be expected if the believers in "More Socialism, not less," ever get their way.

Since the debate, the B.R.F. has done well to point out that the recent increase in C-licensed vehicles has been proportionate to the rise in the country's industrial output.

What prospects here?

The other and major event of the same week was of course the resignation of Sir Stafford Cripps, and the appointment of Mr. Hugh Gaitskell as his successor. It is interesting to speculate as to the nature of the deal that the new Chancellor is likely to give to industry.

Mr. Gaitskell is a comparatively young man, being in the middle 40s, but is reputed to take life with somewhat extreme seriousness. He is an intellectual with the Winchester and Oxford background, and his career may be said to have been entirely academic. After being head of the department of political economy in the University of London, he held appointments in various Government departments during the war, and was returned to Parliament in the 1945 election.

To members of our industry he is probably best remembered as a former Minister of Fuel and Power, an office that he filled with no great distinction.

Undoubtedly Mr. Gaitskell must possess great abilities. But a practical understanding of commerce is unlikely to be among them; nor have doctrinaires much sympathy, as a rule, with the business world. It is accordingly unlikely that the change at the Treasury will lead to any appreciable easement of the industrialist's lot.

A progress report

Ferguson tractors are to be assembled at Madras for the Indian market, and readers may have noted that a new company has just been formed to handle this business. It will work in close co-operation with Standard Motor Products (India), Ltd.

In Italy this make is selling better than any other four-wheeled tractor, and a training school for agents' employees has lately been opened at Pavia. This paper recently published figures relating to the output of Fergusons from the Banner Lane factory, but they had necessarily to be condensed. A point of particular interest to the trade is that more than half the total number of tractors, of 3- and 4-wheeled types, sold in this country during the first six months of the year, were Fergusons.

There is an intriguing passage in the leader of the current number of the company's house organ, "Farm Reporter." Dealing with the necessity for lowering prices, the writer stated that Harry Ferguson is devoting all his efforts to reducing agricultural production costs. He then added that Mr. Ferguson "is working in the same direction in transportation of all kinds." The trade may wonder, as I do, what that might mean.

GANDY
BRAKE LINING

'SAFETY GRIP'

AT

STAND N° 358

International

MOTOR SHOW

SEE THE NEW
"GANDYBOND"
METHOD OF BRAKE SHOE
RELINING WITHOUT RIVETS

The MOTOR INDUSTRY'S NEWS

£50,000,000 FOR FACTORY MODERNISATION

PLANNED BY "BIG SIX" CAR MANUFACTURERS

TO INCREASE PRODUCTION

LED by the "Big Six" car manufacturers —Austin, Ford, Nuffield, Rootes, Standard and Vauxhall — whose aggregate assets approach £120,000,000, the total capital locked up in the motor industry for the production of cars, commercial vehicles and tractors, exceeds £150,000,000, says a statement on the financial background of the industry issued by the Society of Motor Manufacturers and Traders.

The annual turnover has now reached the astounding figure —for the "Big Six" alone—of almost £200,000,000; and including components, accessories, and tyres, it is of the order of £300,000,000 yearly.

In the first three-quarters of 1950, exports have accounted for about £195,000,000 of the £300,000,000 turnover, and represent more than one-tenth of the total value of all exports sent overseas from Britain. **Companies producing cars have an individual issued capital structure of from £150,000 up to £12,000,000.**

In an endeavour to increase total production, and thereby ensure more cars for the home market, while maintaining the export contribution to national funds, the industry is spending large sums of money on modernisation and extension. **The "Big Six" alone are spending almost £50,000,000 on such work.**

MILLION-A-YEAR TARGET

To achieve an annual production of 1,000,000 vehicles of all types by 1952 is the immediate aim, but the effect of rearmament still remains an unknown factor to be encountered in reaching this objective.

This, however, considered in light of the circumstances as they appear at the present time, is not likely to make any serious diversion for at least some months. **Output facilities are now running at more than 80 per cent. of existing capacity.**

The statement also points out that Britain's motor industry has assumed a major role in the post-war task of restoring the country's industrial and economic strength.

In the comparatively short space of time between the appearance of the first new post-war cars in 1946, and the exhibition now at Earls Court of the latest newly-designed models, manufacturers have lifted the industry to the position of leading individual group in the national export drive. **It is already the world's largest exporter of motor vehicles.**

Foreign currency earnings are making a substantial contribution to the recent improvement in currency reserves of the Commonwealth and the sterling area as a whole.

Behind such bald statements of fact lies the considerable success, both of manufacturers of specialised cars and those who plan huge outputs as a means of reducing costs, in planning and attaining the present production level of over 500,000 cars annually.

DOUBLE P-TAX ON CARS

When the double purchase tax on the higher-priced cars was reduced, dealers had a number of cars in hand or in transit to them on which the double tax had been paid. **This had involved these dealers in considerable loss.**

At the recent Council meeting of the Motor Agents' Association members were reminded that the representations made by the M.A.A. to the Treasury on this subject **had not been successful in obtaining any redress.**

The Association then tackled the manufacturers, with the result that practically in all cases they had helped their dealers by bearing half the loss. The Council were assured that the M.A.A. would continue to press the matter with the Treasury.

MOTOR INDUSTRY'S NEWS

SHOW ATTENDANCES RISE

1949 FIGURES BEATEN

Day-by-day figures up to Wednesday of those who paid for admission to this year's Motor Show, compared with last year, are:—

	This year	Last year
Wed., Oct. 18th ..	16,581	12,904
Thurs., Oct. 19th. ..	33,764	26,649
Fri., Oct. 20th ..	33,594	25,073
Sat., Oct. 21st ..	73,795	51,897
Mon., Oct. 23rd ..	49,608	37,095
Tues., Oct. 24th. ..	52,977	38,531
Wed., Oct. 25th. ..	61,478	45,412

U.S. DEMAND FOR M.G.

To cope with the demand from overseas for the M.G. T.D. Midget, production is to be stepped up by 40 per cent. at the Abingdon factory. The increase is expected to reach its peak early next year, and will help the company to meet the demand for 400 of these vehicles per month from the U.S.A.

Since its introduction in January this year, the Nuffield Organisation say, the M.G. T.D. Midget has more than proved its worthiness as a successor to the popular T.C. type and nowhere more than on the racing track.

In America, the fame of the M.G. Midget has spread rapidly this year, and there is now a number of M.G. Car Clubs.

Leyland Motors, Ltd., have appointed **J. Jemmett** as District Manager at their Plymouth depot. For some time he has been a member of the company's sales organisation in the Midland Regional area.

SEPTEMBER EXPORTS FALL

£2,000,000 IN MONTH

New cars and chassis exported during September totalled 26,765, valued at £7,848,770, according to figures issued by the Board of Trade. This is a considerable drop on the August figure, when the number was 34,029 units, valued at £9,975,486.

During the first nine months of this year, however, 296,076 new cars and chassis, valued at £86,209,019, have been sent overseas. This is well ahead of the numbers exported during the same period in 1949, when the total was 178,886 units, valued at £49,699,087.

Commercial vehicles and chassis sent abroad during September totalled 16,317, valued at £2,438,322, compared with 23,232, valued at £3,076,737, during August.

The total for the first nine months of this year was 169,005 units, valued at £66,626,949, compared with 116,734, valued at £16,780,120 during the first nine months of 1949.

R.A.C. VETERAN CAR RUN

TO BE HELD ON NOVEMBER 19th

The annual R.A.C. Veteran Car Run from London to Brighton will take place this year on Sunday, November 19th—**not** November 12th. This change of date has been made to avoid holding the run on Remembrance Day.

As usual, the run will start from Hyde Park and finish at Madeira Drive, Brighton. A feature this year will be the revival of the procession of the competing cars along the Brighton Promenade.

THERE WERE 750.—This is how 750 people packed Reading's Olympia on October 10th to hear a talk on carburation by Zenith Sales Manager Leonard J. Spencer. The talk, which was reported in "The G. and M.A." last week, was arranged by the Reading firm of Erico.

MOTOR INDUSTRY'S NEWS

No Petrol Rationing

ADEQUATE SUPPLIES AVAILABLE

Mr. Noel-Baker, Minister of Fuel and Power, gave an assurance to the House of Commons on Monday that the supplies of motor spirit were fully adequate to meet the demand. The question of the reintroduction of petrol rationing did not, therefore, arise.

He was replying to Brigadier Medlicott (Norfolk, Central) who had asked the Minister if, in view of the present emergency, he had any statement to make as to the possibility of a reintroduction of rationing.

CARAVAN SALES TROPHY

A one-eighth scale model of the Berkeley Courier caravan has been presented by Berkeley Coachwork, Ltd., for competition among agents. It will be awarded each year to the agent having the best all-round record.

This year the trophy, which is finished in silver, was won by the Galley Caravan Co., Galley, Staffs, to whom it was presented in London last week by Berkeley Director **Charles Panter**, at an eve-of-the-Motor-Show party for Berkeley agents.

A replica in the form of a silver cigarette box is retained by the winner.

AUSTIN RECORD BREAKERS

CAR MART EXHIBITION

Four travel-stained Austins have been attracting much attention during the past week in the Gloucester House, Park Lane, W.1, showrooms of Car Mart, Ltd.

The four cars were the A.90 which broke so many American stock-car records at Indianapolis, the A.70 which broke the England to Capetown record, and two A.40 saloons, one of which broke many records at Westhampton, Long Island, until its run was stopped by a straying deer, while the other car covered 10,000 miles in 10,000 minutes at Montlhery track, near Paris.

The opening was attended by Chairman **Sir Cecil M. Weir**, of the Dollar Exports Board, and by Chairman and Managing Director **L. P. Lord**, of the Austin Motor Co.

FORD AT MOOR PARK

DEALERS' GOLF TOURNAMENT

So that they could have the advantage of being able to play over two courses, the Ford Motor Co., Ltd., changed the venue for the Ford Dealers' Golf Meeting this year from Stoke Poges, where it had been held in previous years, to Moor Park, Rickmansworth.

Although the weather was dull for the meeting on Friday of last week, some 100 players took out cards to compete in the bogey singles over the West Course, and the medal round over the High Course.

The main play was for the three challenge trophies, and there were special prizes for a putting competition and the highest nett score.

In the evening, when presenting the prizes, Deputy Chairman **Sir Patrick Hennessy**, of the company, thanked those present for coming from all parts of the country to the meeting, and he gave a special welcome to the dealers from Northern Ireland and Dublin. The prize winners were:—

Edsel Ford Trophy (18 holes medal).—**J. Cleland** (Tunbridge Wells), 87-16-71, 1st. **J. H. Tummey** (Hereford), 81-8-73, 2nd. **S. J. Jolly** (Leeds), 82-8-74, 3rd.

"Ford Times" Trophy (18 holes bogey).—**H. Shaw** (Manchester) (1) 4 up, 1st. **W. Wilkinson** (Sheffield) (17) 1 up, 2nd. **T. S. Kirby** (Wrexham) (9) 1 up, 3rd.

Lord Perry Trophy (9 sealed holes).—**S. J. Jolley** (Leeds), 1st. **C. Wright** (Oxford), 2nd. **R. Hollingsworth** (Hastings) 3rd.

Putting prize.—**E. Gates** (Woodford), and Highest nett score.—**L. T. Howes** (Sutton Coldfield).

SUSSEX REGION I.M.I.

One of the most successful lecture-meetings ever held by the Sussex Region of the Institute of the Motor Industry, Inc., took place at Brighton on October 17th, when 110 members and their guests were present.

The talk was on "Some Aspects of Diesel Engine Lubrication" given by **F. Lawrence**, Chief Engineer of the Auto-Motive Department of Shell-Mex and B.P., Ltd.

During the lecture, the audience saw two films, one being "Automisation" and the other the "General Principles of Compression Ignition."

MOTOR INDUSTRY'S NEWS

MECHANIC'S TOOL KIT

M.A.A. PROPOSE MINIMUM LIST

Following the trade union request for the laying down of a minimum list of tools a mechanic should possess, it was stated at the Council meeting of the Motor Agents' Association that the National Executive Committee had decided to suggest the following:—

Two sets of open-ended spanners up to ¾in. (Whitworth and S.A.E.), 1 set of socket wrenches, 1 set of ring spanners, 3 screwdrivers (assorted sizes), 1 small adjustable spanner, 1 large adjustable spanner, 1 pair cutting pliers, 1 pair gripping pliers, 1 12in. rule, 1 pair calipers, 1 set feeler gauges, 1 scriber, 1 square, 1 set scrapers, 2 hammers (1 light, 1 heavy), 1 set pin punches and 1 centre punch, 2 plug spanners (1 14 mm. and 1 18 mm., with tommy-bar attached), 1 tool box.

The Council approved this list, and the proposal will be raised with the unions at the next meeting of the N.J.I.C.

TWO AVON RETIREMENTS

To mark his retirement from the position of Advertising Manager of the Avon India Rubber Co., Ltd., **E. Harold Goodman** was presented with a gold watch, suitably inscribed, and a cheque, by Tyre Sales Manager **Alan Young** at a recent gathering of employees in their London branch.

Another recent retirement was that of **A. T. ("Tom") Sydee**, who had been with Avon since his boyhood days — some 51 years ago—and until recently had represented the company in Hampshire, Dorset, Wiltshire, Isle of Wight and the Channel Islands.

Following a lunch to Mr. Sydee, a meeting was held at the Avon Bristol depot, where a presentation of an autograph album and a sum of money was made to Mr. Sydee by Chief Sales Executive Western Region, **H. Harwood**, on behalf of his friends at Melksham, his Bristol colleagues, and the depot staff.

WON HIS FIRM'S CUP.—General Sales Manager H. Mortimore, of the Ford Motor Co., presenting Director H. Hall, of Silcock and Colling, with the golf trophy donated by his firm. (Story above.) (Photo taken by hon. Sec. L. R. Guy, Birmingham and District Ford Dealers' Association.)

MOTOR TRADE GOLF

S. WALES AND MONMOUTH

South Wales and Monmouthshire Motor and Allied Trades Golf Society held their competition for the Inaugural Cup at Dinas Powis recently, when the winner was **L. Morgan** (Newport), with 83-10-73, the runner-up being **W. H. Smith** (Cardiff), 89-15-74.

At the annual meeting held after the play, the following officers were elected.—President, **R. K. Wellsteed**, Captain, **W. H. Godfrey**, Vice-Captain and Treasurer, **H. Holmes**, Secretary, **Robert Williams**, Match Secretary, **Ambrose Jones**, Committee: **P. S. Carpenter, A. Chaston, E. E. Clarke, T. Owen, L. Pyke** and **E. Yapp**.

BIRMINGHAM FORD DEALERS

The annual golf tournament of the Birmingham and District Ford Dealers' Association was held recently at Brockton Hall Golf Club, when the W. D. Adams Association Cup was retained by last year's winner, **J. H. Tummey**, of R. P. Ravenhill, Ltd., Hereford.

A silver cup, given by Silcock and Colling, Ltd., of Dagenham, official delivery agents for the Ford Motor Co., was won by **H. Hall**, one of the Directors of the company.

The chief guest at the meeting, General Sales Manager **H. Mortimore**, of the Ford Motor Co., presented the prizes, and also won a set of golf balls given by Chairman **N. E. Davies**, of the Association, by returning the best score for the second nine holes.

MOTOR INDUSTRY'S NEWS

CARAVAN TOWING ON G.T.P.s

LIMITS DEFINED BY M.o.T.

Two cases of members being summoned for towing caravans on general trade plates when delivering them to customers were reported to the Council of the Motor Agents' Association at their recent meeting.

General Secretary **A. W. Grafton** told the meeting that, under a strict interpretation of the law, such use was not permitted. The Association, however, had been in touch with the Minister of Transport on the matter and had received this reply:—

"In the opinion of the Minister of Transport, a manufacturer or repairer of, or dealer in trailers, as such, is excluded from qualifying for a trade licence **unless he is also a manufacturer or repairer of, or dealer in mechanically-propelled vehicles.**

"The manufacture, repair of, or dealing in trailers, such as trailer caravans, clearly intended for use with mechanically-propelled vehicles on the road, can, however, be regarded as connected with the business as for which a general trade plate is held.

"In his view, such trailer caravans can be drawn by any vehicle under a general trade licence subject to other conditions laid down in Regulation 29, provided that the use of the trailer caravan is in fact connected with the business of the holder of the trade licence as such, for example, **for repairing or testing the trailer or delivering it to a purchaser or to a port.**

"If the trailer caravan is otherwise used, e.g., is being moved from site to site, the drawing vehicle must itself be used, simultaneously, for a purpose connected with the licence holder's business as a manufacturer or repairer of, or dealer in, mechanically-propelled vehicles.

"A limited trade licence cannot be used in this way, and it is limited to specific uses of the drawing vehicle as set out in Regulation 30.

"The Minister therefore advises that as a general rule trailer caravans should be moved by licensed motor vehicles, and, in particular, he considers that it is not permissible to move them under trade plates from one site to another."

The Council turned down a resolution suggesting that the trade plate regulations should be revised to authorise their use in connection with tractor implements, caravans, stationary engines and marine activities.

TRADE'S LUNCH CLUB

PRESIDENT'S VISIT TO MANCHESTER

Lord Brabazon of Tara, P.C., M.C., President of the Club, will be the speaker at the next luncheon-meeting of the Motor Trades' Luncheon Club, which is being held at 12.30 p.m. for 1 p.m., on Monday next (October 30th) at the Grand Hotel, Manchester.

This will be the third annual visit to the Club of Lord Brabazon, and it is expected that there will be a record attendance of members, who include the leading car distributors and dealers in the North-West, and representatives of all allied trades.

To commemorate the visit of their President to the October meeting last year, an illustrated booklet has been prepared by the Club, giving a brief resume of Lord Brabazon's speech, in which he made a call for a car to sell at £200, and also containing a series of photographs taken during the meeting.

NEWCASTLE AID FOR FUND

North Eastern Centre of the Benevolent Fund are holding their annual "Motor Revel" in aid of the Fund on November 10th at the Oxford Galleries, Newcastle-on-Tyne. Tickets 10s. 6d. each.

Also in aid of the Fund, the Regent Oil Co.'s Dramatic Group are presenting "The Paragon" at the Connaught Hall, Blacket Street, Newcastle-on-Tyne, at 7.30 p.m. on December 19th and 20th. Tickets 5s. each.

Bookings for both these events may be made through the Centre's hon. Social Secretary, H. Barnett, Henley's Tyre and Rubber Co., Ltd., Pandon Buildings, Manors, Newcastle-on-Tyne.

I.M.I. 1951 SUMMER SCHOOL

Institute of the Motor Industry, Inc., have arranged to hold their 5th Annual Summer School from August 25th to September 1st next year, at St. Catharine's College, Cambridge.

As in previous years, the school will be open to both members and non-members of the Institute. Enrolments for the courses can now be accepted by the Secretary, I.M.I., 40, Queen's Gate, London, S.W.7.

MOTOR INDUSTRY'S NEWS

EXETER CAR RADIO SHOW

GARAGISTS STAGE POPULAR WEEK

City Garages (Exeter) Ltd., in conjunction with S. Smith and Sons (Radiomobile) Ltd., recently held a successful Car Radio Show Week at their premises in New North Road, Exeter.

The exhibition was opened by City Garages' Chairman, **W. Adams.**

The main feature of the show was an elaborate exhibition of "His Master's Voice" automobile radio. Also on display were models of the new 3½-litre Mark V Jaguar and the new Lagonda, as well as a good number of selected used cars.

These not only attracted a very large daily attendance of the public, but also many dealers from Cornwall, Dorset, Devon and Somerset. Hospitality for the guests was provided by means of a cocktail bar and buffet open all day in the showrooms, and in the afternoon a "cafe" was set out so that visitors could enjoy their tea in comfort.

A car radio workshop was on view to show that all work undertaken could be efficiently handled, and outside the premises a Hillman Minx with radio installed gave demonstration runs. (Pictures below.)

SUSSEX LADIES' FESTIVAL

S.-EASTERN M.A.A.'s BIG PARTY

South-Eastern Division of the Motor Agents' Association defied superstition by holding their annual Ladies' Festival on Friday, October 13th, at the Burford Bridge Hotel, Boxhill, near Dorking.

The occasion drew a large gathering of members and their guests, among the latter being President **Howard Godfrey** and General Secretary **A. W. Grafton,** of the M.A.A., both of whom were accompanied by their wives, and the B.M.T.A. was represented by **Col. W. Adkins,** who also had his wife with him.

Proposing the toast of the South-Eastern Division, Mr. Godfrey said he very much enjoyed these social functions, and touring the country attending them made his life very interesting.

In reply, **Leslie W. Mace** told the company that this would be the last public function he would attend as their Divisional Chairman, and expressed his pleasure at seeing such a large party.

Vice-Chairman **S. W. Payne,** of the Division, proposed the toast to the "Ladies and Guests," to which Col. Adkins replied for the guests, and Mrs. Mace, wife of the Chairman, for the ladies. The toastmaster was **Major J. H. Williams.** After the dinner, dancing followed until 1 a.m.

CAR RADIO AT EXETER.—At the City Garages (Exeter), Ltd.'s recent Radiomobile Show Week: Left.—Radiomobile Dealer Sales Manager H. M. Percy gives a demonstration to A. E. Rowsell (Exeter Chief Constable), R. F. A. Dudeney (Radiomobile Western Area Manager), W. Adams (Chairman, City Garages), Dr. Steele-Perkins, J. D. Davis (Managing Director, City Garages), and W. A. Cottle (Director, City Garages). Right.—The special showroom layout for entertaining members of the trade, who came from all parts of the West of England.

MOTOR INDUSTRY'S NEWS

THE LONGBRIDGE STRIKE

STATEMENT BY L. P. LORD

Chairman and Managing Director **L. P. Lord**, of the Austin Motor Co., made the following statement on the recent strike of sheet metal workers at the Longbridge works, during the Austin dinner to their dealers and distributors on Monday.

"I do not know what are the alleged reasons for the strike. All I know are the facts, which are that owing to reduced deliveries of A.70 chassis frames from the Pressed Steel Co.'s output, due to a shortage in steel supply, the body building ran ahead of chassis construction.

"The building rate is 78 per day, and on Friday night we were 230 bodies ahead of chassis. In these circumstances, it will be appreciated that it was impossible to continue to build bodies and put them out on the field. **Therefore, the A.70 body tracks were told to have one day and one night out to balance.**

"The labour involved was 120 sheet metal workers and 180 finishers. The sheet metal workers' shop steward threatened a strike, and, in fact, did cause all the Sheet Metal Workers' Union labour, involving some 560 men on other tracks, to strike.

"The background is interesting. Certain allegations have, I believe, been made with regard to the engagement of labour and earnings. Since January 1st, 1950, 99 new men have been engaged partly to replace 109 who left.

"The average earnings of the Section since January 1st last per 42½ hours is slightly over £11 a week. The total lost time on the Section due to shortages such as this have been four days only in this year, and the last day was 19 weeks ago.

"All the rest of the factory realises that shortages such as this are occasionally inevitable, and involve stoppages in subsequent departments, and therefore raise no objection, nor did the members of trades unions other than the sheet metal workers raise any question this time, and they did not go on strike.

"It will be remembered that the sheet metal workers fine their members who earn more than agreed by the unions.

"Therefore, this must be an attempt to make sure that a full working week is always put in. It is quite impossible to see how the present shortage could have been overcome except by the steps taken."

LUCAS MOTOR SHOW EVENTS

DOUBLE-DIPPING LAMP SHOWN

Some 500 Lucas battery agents attended the dinner given them by Joseph Lucas, Ltd., in London on Tuesday.

There were only two speeches, Chairman **Sir Peter Bennett, O.B.E., LL.D., J.P., M.P.**, proposing the toast to the guests, and **Sir George Kenning, J.P.**, who was principal guest, responding.

Sir Peter spoke of the sales possibilities of Lucas components, accessories and replacement parts. Sir George paid a tribute to the firm and to Sir Peter personally. The festivities ended with a cabaret.

On the following day, Joseph Lucas, Ltd. gave a luncheon to Press representatives at the Rembrandt Rooms, South Kensington, London, at which their Chief Engineer, **E. A. Watson**, presided.

In a reference to the progress of standardisation in Lucas equipment, **K. Corley**, Director of the main board of the company, stated that not so long ago 50 per cent. of their production was in standard equipment. To-day, this has been increased to 75 per cent.

He also spoke about the latest development in Lucas headlamps which the leading car manufacturers will be fitting shortly as standard equipment to their new models.

The fundamental point about these new headlamps is that both can be dipped without having to put one of the lights out. Afterwards, a demonstration was given of these new double-dipping lamps showing how they are used under actual road conditions.

FILM OF FAWLEY

First public showing of a new documentary film of the building of the vast new oil refinery at Fawley, near Southampton, was given last week.

Made by the newly-formed film unit of the Anglo-American Oil Co., the film shows only the early stages of the project, and it will be followed by others illustrating the progress and completion of the refinery.

Sir Edward Cripps and **Sir William Christie, K.C.I.E., C.S.I., M.C.**, have been appointed Directors of Thomas Tilling, Ltd.

The trend is towards

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MOTOR INDUSTRY'S NEWS

What's On

INSTITUTE OF THE MOTOR INDUSTRY

Nov. 6th.—Croydon Centre dinner-lecture, 7 p.m., Aerodrome Hotel, Purley Way, Surrey. Talk by Lt.-Col. Goldie Gardner.

AUTOMOBILE ASSOCIATION

Nov. 7th.—A.A. One Million Membership dinner, Savoy Hotel, London.

FERGUSON IN INDIA

Harry Ferguson, Ltd., are establishing a new company in India to work in close co-operation with Standard Motor Products (India) Ltd.

The new company — Harry Ferguson (India) Ltd.—will deal with the assembling of Ferguson tractors at the Standard plant at Madras, arrange for the manufacture of complementary Ferguson agricultural implements, develop the education and public relations branches, and initiate research into Indian farming problems, so far as they concern mechanisation.

The first consignment of c.k.d. tractors for assembling in Madras is already en route, and is expected to arrive about mid-November.

IRISH VISITORS FETED

A party of Irish motor dealers and factors over here for the Motor Show were entertained to dinner at the Crown Hotel, Garston, Watford, on Sunday last, by Managing Director **William Clark**, of William Clark (Spare Parts) Ltd.

Also among the guests were **M. Ostergaard** and his wife. He is in business at Odeuse, Denmark, as an importer of automotive parts and equipment.

MOTOR CYCLE OUTPUT

Mr. Harold Wilson stated in the House of Commons that the number of motor cycles manufactured in Great Britain in the 12 months ended August last, was 165,764.

United Kingdom exports in the same period amounted to 71,338 units, valued at £6,606,058, of which 7,975, valued at £840,428, went to the U.S.A.

REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich).—Saturday, October 28th, 5.12 p.m. Saturday, November 4th, 4.59 p.m.**

:: :: **"Tyre Trade Register."**—The third edition of the "Tyre Trade Register," dated September, 1950, has now been published by the Tyre Manufacturers' Conference, 9, Whitehall, London, S.W.1.

:: :: **Gravesend Lecture Meeting.**—There was a good attendance of members of the trade from Kent and Essex for a lecture on "Coil Ignition" given by Chief Service Engineer F. H. Bull, of Joseph Lucas, Ltd., at the second of the series of lectures for the motor industry being held at the Gravesend Technical College.

:: :: **An "Old Firm" Tie.** — Ninety-five employees, who had completed 21 years' service with the Triplex Safety Glass Co., attended a luncheon in Birmingham recently to inaugurate the firm's "21 Club." The Chairman, Sir Graham Cunningham, presented each member with a silver watch, salver or cigarette case. They will be entitled to wear the "Old Firm" tie, or scarf for ladies, the colours being red, gold and black.

:: :: **N. American Vehicle Orders.**—Nuffield Exports, Ltd., report that Canada has now jumped into the forefront of their hard currency markets, the total orders for this year being for 20,907 vehicles valued at $20,000,000. Orders have also been received from the American market for 7,999 vehicles, valued at $7,500,000, so far this year.

:: :: **Henley's Head Office.**—Henley's Tyre and Rubber Co.'s head office is now at Milton Court, Dorking, Surrey (Tel., Dorking 3241), and not at Finsbury Square, London, as stated in our issue of October 14th.

:: :: **Press Aperitif.**—Our contemporary, "Motor Industry," held a successful cocktail party at the Dorchester Hotel on Tuesday last, at which many members of the industry called in for a drink and a chat on their way from the Show to other functions.

:: :: **Memory Test.**—The car pictured on page 370 is a Star, but the date of manufacture is uncertain. Photograph presented to "The G. and M.A." by G. H. Layne, of Brigg, Lincs.

Better by BENJAMIN REGD.

FLOODLIGHTS

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TWO POPULAR MOTOR TRADE MODELS

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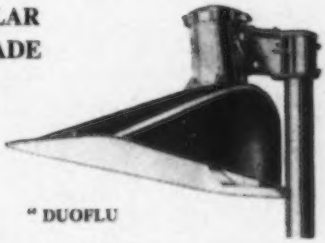

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TORTUOUS TALKS on TRADE TOPICS

by "Jhansi"

Illustrated by "Betts"

Same Motor Show—but a very different Report

You have been warned

NOW for *my* Earls Court Show Report. Golly, but you won't have seen anything like it. You have been warned.

Going backwards with my notes, let's begin six-thirtyish on the evening of the first "public" day, when I watched two men coming out of the ladies' lavatory. One of them sported a handsome moustache. It was this sight that made me realise more than ever that I was in a strange land, the City of London, where they do things differently, and on a Big Scale.

Thus, when the show was opened by Royalty, the voice amplification was so soft and silent that I neither heard the introduction nor the opening speech, though standing in the middle of the main hall. Yes, I only heard snatches and saw puzzled looks. But when Mr. Benjamin Panhandle was required at Room 604 later on, a bellow like that of Niagara broke loose all over the hall.

. . . evidence of how motoring has bitten into the national life.

They do things differently in that there Lunnon. Half the records played, too, were a daft selection, because they had inaudible passages in them. They want advice from somebody who selects records for playing in a noisy factory. Earls Court is not a drawing room.

Shaken badly by hearing somebody blow an electric horn, my mind flew back to the days of Bedlam. The younger generation ought to take its hat off to the patient trial and error that has gradually built up the present London Motor Exhibition technique. Many brains have worked hard over the ways and means. They get the criticism, you bet, but relatively little genuine praise from those with no axe to grind. Let's change all that in future, lads, and pass on compliments.

Being pushed around

A sight that interested me was the considerable number of people being patiently pushed round in wheeled chairs. It forms one more link in the chain of evidence of how motoring has bitten into the national life. Getting mixed a bit, aren't I, but you know what I mean?

One minute I was looking at a cripple, the next a voice broke in with ". . . Eee, that's reet, luv." It could have been a provincial visitor. Then there was the man with gold wrist

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bangles leaning over a Healey car. And the peculiar sight of men puffing and blowing and thinning down their clothes whilst ladies in full-length fur coats walked round on stilt-like shoes.

But not all the ladies looked like Vogue advertisements. I stood behind one for twenty minutes or so whilst she was in the thick of a demonstration of the Class 6,000 National Cash Register accounting machine. She was obviously and keenly on the warpath for information.

Cost a packet

Whilst times have changed, there is still much scope in providing "working" exhibits. Engines, and even complete chassis, were displayed in a very painstaking manner, and with excellent use of colour and mirrors. I shudder to think what some of the polished chassis have cost on day-work rates.

I stood for about half an hour watching a home agent talk to a sales manager about increased allocations of cars, of background juggling, and the usual broad accusation that other people were offering these cars and supplying into his district.

And the conversation reminded me of the waves beating on Trevose Head on the Cornish Coast. It made just as much impression, for the sales manager barely twitched a muscle of his face. Ninety per cent. of his brain had undoubtedly gone on an expedition somewhere. As a place to study human nature, the Motor Show has no equal.

Chatting on another stand shortly after, a noise broke in. The loudspeakers were giving their version of the Victoria Falls in action, and announcing that people who had lost their friends should concentrate near the stand of one of the motoring organisations, and so find each other. To which the man I was talking to added that there was no organised system of *losing* people equally easily.

To those who failed to make it, better luck next time. The Motor Show is still an education in itself, even if tinged with bitterness for the home dealers. Start thinking about the next show if you missed this one. And, incidentally, where I stayed, the hotel provided egg and bacon for breakfast every morning. This is a different story from some you hear.

Motor Trade Commercial Report

COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

Aysgarth Motor Co., Ltd., r.o. Aysgarth Rd., Leeds. £66 6s. 10d. Sept. 20.

Avon Motors, 1/3, Avon Rd., Bournemouth, motor engr. £38 2s. 11d. Sept. 6.

Avon Motors, as above. £44 5s. 9d. Sept. 1.

S. T. Barter, 285, Lower Barton St., Gloucester, motor engr. £12 3s. 2d. Sept. 14.

G. Beard (t.a. Circular Garage), 40A, Warrington Lane, Wigan. £22 1s. 4d. Sept. 22.

Boulton Bros., Newton Garage, Porthcawl, garage proprs. £19 18s. Sept. 22.

H. Bowers, Bridgford, Terrybridge, Yorks, motor spares dlr. £13 4s. 10d. Sept. 14.

H. W. Brock, Tregonwell, 34, Saddlebow Rd., King's Lynn, garage propr. £11 5s. 1d. Sept. 13.

County Motors (Bognor), Ltd., r.o. Chichester Rd., North Bersted, Bognor Regis. £37 4s. 11d. Aug. 30.

County Motor Co. (Leeds), Ltd., r.o. Long Close Place, South Accommodation Rd., Leeds, 9. £31 1s. 9d. Sept. 20.

— **Cradock**, 134, Northumberland Ave., North Harrow, Middx, motor car dlr. £13 9s. Sept. 19.

J. R. Degrave, 406, Fulham Rd., S.W.6, car trader. £17 19s. 3d. Sept. 18.

Enterprise Motors, King Edward Rd., Thorne, Yorks, motor engrs. £24 13s. 2d. Sept. 14.

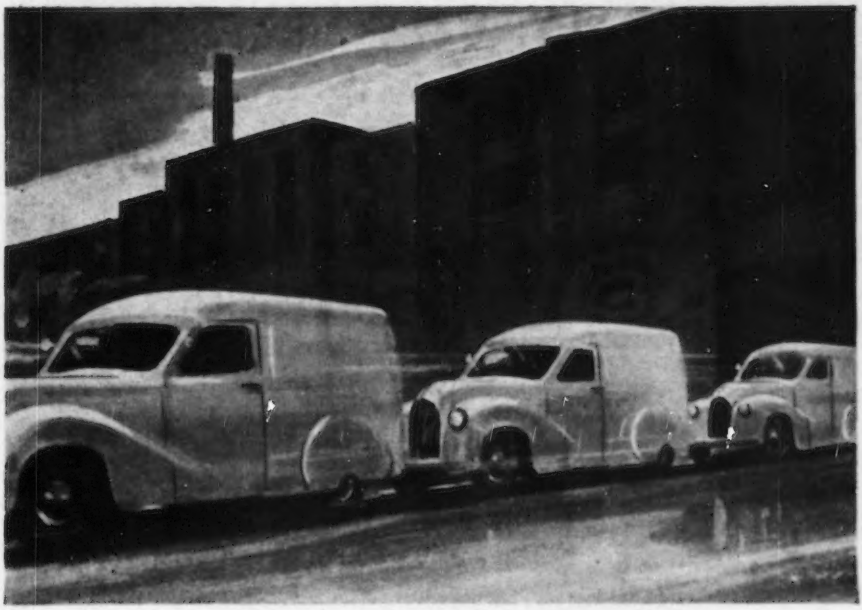
H. R. Francis, Edeyrn Garage, Edeyrn, Carnarvon, motor engr. £23 6s. 9d. Sept. 4.

F. Goldsmith, 9, Cornfield Rd., Bury St. Edmunds, garage propr. £21 1s. Sept. 20.

R. E. Handy, 1, Engine Terrace, Temple Grafton, Warwick, auto. engr. £14 0s. 8d. Sept. 12.

R. Haslett, Sunnymede, Burton-on-Stather, Scunthorpe, Lancs, motor engr. £10 17s. 9d. Sept. 18.

8 A.M. AND THE FLEETS OUT



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Motor Trade Commercial Report—*Continued*

C. Knight (t.a. Knight Bros.), 8A, Herd St., Marlborough, auto. engr. £44 7s. 11d. Aug. 2.

F. H. Knight, 11, Stuart Drive, Huyton, Liverpool, motor engr. £16 19s. 2d. Sept. 18.

Knollys House Motors, Ltd., r.o. 271, Bury New Rd., Salford, 7, Lancs, motor engrs. £11 18s. 8d. Sept. 18.

P. J. Lamer, 70, Belgrave Rd., Westminster, S.W.1, motor repairer, £14 2s. 9d. Sept. 18.

L. Lawford, Hove St. Garage, Hove St., Hove, 3, garage prop., £27 15s. 3d. Sept. 15.

Laygate Garage, Dixon St., South Shields. £36 12s. 7d. Sept. 22.

J. H. Newman (otherwise Sambrook), 29, Harringay Park, Hornsey, London, N.8, motor engr. £57 11s. 3d. Sept. 12.

F. A. Peirson (t.a. South-Eastern Supplies), 73, East Hill, Dartford, Kent, motor engr. £26 16s. 9d. Sept. 14.

H. Perkins & Son, 5, West St., Warminster, garage propr. £59 8s. 9d. Sept. 21.

— **Sandlin**, The Garage, Vicars Cross, Chester, motor engr. £16 2s. 8d. Sept. 14.

Ultra Garages Ltd., r.o. 135, Stoke Lane, Westbury-on-Trym, Bristol. £18 2s. 5d. Sept. 20.

R. Walker, The Garage, Perowne St., Cambridge, motor engr. £10 8s. 6d. Sept. 20.

— **Warren**, c.o. Motor Body Builders, Gayles St., Stockton-on-Tees, motor engr. £10 9s. Sept. 20.

F. Watson, 47, Dene Rd., Cottingham, Yorks, motor engr. £13 7s. 8d. Sept. 14.

INCREASES OF CAPITAL

Anglo-American Oil Co., Ltd. — Increased by £7,500,000, beyond the reg. cap. of £12,500,000.

Automotive Components, Ltd. — Increased by £7,000, beyond the reg. cap. of £3,000.

Drayson Motors, Ltd.—Increased by £2,000, beyond the reg. cap. of £2,000.

Camden Motors, Ltd.—Increased by £25,000, beyond the reg. cap. of £5,000.

G.B.S. Electrical Services, Ltd. — Increased by £4,000, beyond the reg. cap. of £1,000.

Spurling Motor Bodies, Ltd.—Increased by £100,000, beyond the reg. cap. of £500,000.

Remoulds, Ltd.—Increased by £2,200, beyond the reg. cap. of £100.

NEW COMPANIES

Melbourne Garage, Ltd.—Private co., reg. Oct. 5. Cap., £5,000. To acquire the business of a garage and service station propr. and motor engr. now carried on by H. W. Harris at Melbourne Garage, Bath Rd., Devizes, Wilts, as Melbourne Garage. Directors: H. W. Harris, F. S. Harris, Margery B. Harris. Reg. office: Bath Rd., Devizes, Wilts.

Briggs & Cottam (Manchester), Ltd.—Private co., reg. Oct. 6. Cap., £2,000. To acquire the business of motor engrs. carried on by E. J. Briggs and A. Cottam, at Mansal Garage, Charles St., Manchester. Directors: E. J. Briggs, A. Cottam. Reg. office: Mansal Garage, 14, Charles St., Manchester.

Hinde & Mason (Motor Factors), Ltd.—Private co., reg. Oct. 5. Cap., £4,000. To acquire the business of motor factors carried on by R. F. J. Hinde and F. M. Mason, as Hinde & Mason. Directors: R. F. J. Hinde, Molly J. Hinde, F. M. Mason, Winifred L. Mason. Reg. office: 4, Victoria Rd., Northampton.

Chapman & Dear, Ltd.—Private co., reg. Oct. 9. Cap., £1,000. To carry on the business of manfrs. and repairers of, agents for and dlrs. in cycles, motor cycles, motor cars and other vehicles, etc. Directors: G. V. Chapman, D. C. Dear. Reg. office: 151, Lordship Lane, Tottenham, N.17.

Saunders & Eames, Ltd.—Private co., reg. Oct. 9. Cap., £100. To carry on the business of garage proprs., etc. Directors: Doree E. Saunders, H. de B. Saunders, R. Eames. Reg. office: Wylderne, Great Kimble, nr. Aylesbury, Bucks.

P. Pierce Ercall Garage, Ltd.—Private co., reg. Oct. 18. Cap., £16,000. Directors: P. Pierce, Mrs. B. E. Pierce, Edna M. Bray, L. Baugh. Reg. office: Ercall Garage, Market St., Wellington, Salop.

Central Garage (Bathgate), Ltd.—Private co., reg. in Edinburgh Oct. 17. Cap., £20,000. Directors: J. Russell, A. J. Dobbie, Mrs. A. W. Russell. Reg. office: 28, Walker St., Edinburgh.

CHANGES OF NAME

Meakers Garages, Ltd.—Name changed to Whymark Engineering Co., Ltd., on Sept. 29.

S. & W. Wholesale (Nottingham), Ltd. — Name changed to A. H. Shaw (Tyres), Ltd., on Sept. 26.

Downland Motor Co., Ltd.—Name changed to Millside, Ltd., on Sept. 19.

Columbia Garage (1945), Ltd.—Name changed to Thorns' Garage (Sheen), Ltd., on Sept. 30.

P. F. Jones (Remoulds), Ltd.—Name changed to Remoulds, Ltd., on Sept. 29.

B.M.T.A. Stop List

Following alterations have been made to the British Motor Trade Association Stop List during the week ended October 21st, 1950:—

ADDITIONS

Earls Hall Motors (C. W. Petersen), 10, Earls Hall Parade, Prince Ave., Southend-on-Sea, Essex; see also under **C. W. Petersen**, London and Essex.

Sherwood Motors, 412, Wilmslow Rd., Fallowfield, Manchester; see also under **Modern Cars (Fallowfield), Ltd.**

DELETIONS

Evan Williams Junior (Cardiff), Ltd. (Directors: Evan Williams, Elsie Madeline Williams), 27, Victoria Park Rd. West, Cardiff; 476b, Cowbridge Rd., Cardiff, Glam.

Jones, J. Edward, 12, Heol-Nest, Whitchurch, Cardiff.

Taylor, A. C., 48, Kensington Court, London, W.8.

Williams, Evan, 27, Victoria Park Rd. West, Cardiff.

Williams, Peter, 101, Manor Way, Birch Grove, Cardiff.

AMENDMENTS

Hayward, A., 27, Highgate Rd., Sparkbrook, Birmingham, 12 and 128D, Oxford Rd., Moseley, Birmingham.

Major Motors (A. Hayward), 27, Highgate Rd., Sparkbrook, Birmingham, 12, and 128D, Oxford Rd., Moseley, Birmingham.

Delete the following address from the above two entries:—

27, Highgate Rd., Sparkbrook, Birmingham, 12.

Petersen, C. W., "Westbourne," Rowden Parade, Chingford Mount Rd., Walthamstow; and at 48, Chingford Mount Rd., Walthamstow.

Amend the above entry to read as follows:—

Petersen, C. W., "Westbourne," Rowden Parade, Chingford Mount Rd., Walthamstow; and at 48, Chingford Mount Rd., Walthamstow; and at 7, Prince Ave., Southend-on-Sea, Essex. See also under **Earls Hall Motors, Essex.**

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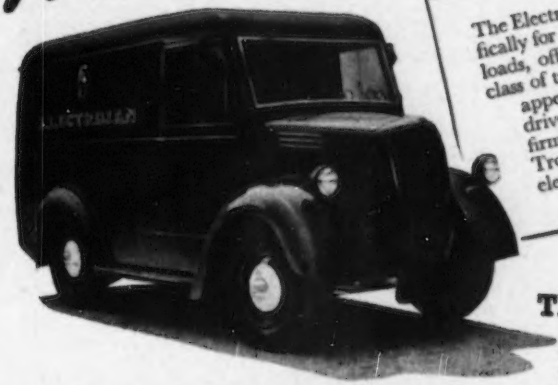

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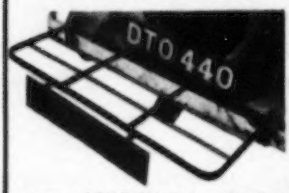

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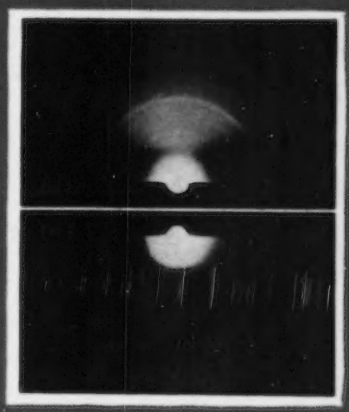
Surface conditions of tungsten contacts examined by electron diffraction



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